

AMERICAN RAILROAD JOURNAL

AND

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American Railroad Journal.

New York, Saturday, April 17, 1875.

Railroad Terminal Charges.

The matter of terminal charges is apparently about to receive a vigorous investigation, having been touched lately from three or four distinct directions. The latest suggestion thrown into the discussion comes in the form of a proposed Committee of the Legislature to examine into the cost of delivering and handling produce, and especially grain, at this port. This is a *contre-coup* of the demoralized ring of canal contractors; but even these men are well advised, and doubtless knew where to find the weak point of the transportation problem. There have also appeared, from time to time, statements in the newspapers picturing the growth of the grain trade of Baltimore, Philadelphia, Boston and Montreal, apparently at the expense of New York city. Though it is true that the receipts and shipments of these ports has increased considerably of late, it is not fair to assume that the gains of these places is so much taken from New York, for the facts

are that the deliveries and exports of grain at this port have increased at the same time. This is to be accounted for by the European demand, combined with our own succession of good crops, rather than to any great disturbance of the channels of transportation.

At the same time the recent ventilation of grievances between the grain merchants in New York and the railroads centering here, in reference to the cost of storing, elevating, and handling grain indicates that there has been dissatisfaction, if not waste, loss, or extortion, or all combined, in this business as heretofore carried on.

The *Daily Bulletin*, in an article bewailing the lack of proper terminal facilities, says:

Baltimore has been selling a large amount of Western corn this spring for export, the sales per day often running as high as in this market. And recently (within a space of ten days), five cargoes of grain of 223,000 bushels were taken from Philadelphia, four of which were corn for Great Britain and one (wheat) for Antwerp. At the same time, sixteen more vessels, all barks but one, were awaiting turn at the elevators to take out corn or wheat, beside one steamer for Antwerp—all of them being foreign ships. So that it cannot be said this activity is due to the efforts of American lines to gain business.

This line of inquiry will, if pushed, reveal the fact that the movements of crops may by a slow and gradual process be made to change their channels, provided there is no insuperable natural obstacle in the way, and there be capital and determination to encourage it. The grain trade of Baltimore, is almost wholly of recent growth, and is due to the persistent efforts of the Baltimore and Ohio Railroad Company. Philadelphia also desired to have a line of steamships to Europe; and to gratify this wish made arrangements for the ready and cheap means of storing the grain until it was run into the hold of the ships. Once these elevators were erected they became available for other vessels than those originally in view in their construction.

New York now has the "run of custom." The steam lines, both land and sea, converge

here by the force of long-usage, a practice originally induced by the construction of the Erie canal and the nearness of the port to the open sea. The substitution of rail-carriage in place of water is destined to take away, in part, this pre-eminence. For example, Boston is some 50 miles further from common points in the West than New York, but being 150 miles nearer Liverpool, her active and plucky people have conceived the idea of offsetting one distance against the other, relying upon the superiority of terminal accommodations for drawing the western produce away from its present channels. Baltimore, again, is a few miles nearer to (Chicago, in point of actual miles to be traveled making no allowance for grades,) than is New York; but, on the other hand, she is fully 350 miles further from Liverpool, of which 200 are consumed in doubling the Capes at the mouth of the Chesapeake; but by accepting a smaller toll for the carriage of breadstuffs, and by effecting the storage and transfer to shipboard at the lowest cost, her disadvantages in other respects have so far been neutralized as to attract a growing business from the West to her wharves. There are other places on the Chesapeake waters, nearer the sea, which may in turn, with suitable accommodations, repeat this process against Baltimore herself as well as against the rest.

There is no concealing the fact that the terminal charges are an element of prime importance, and worth looking into. A committee of civil engineers have been directing their attention to the problem, and the first of their reports is given in the Journal of the Society for last month, "on the best and cheapest methods of delivering, storing, and distributing goods and freight," which does but little more than state the conditions of the traffic at New York.

The table appended to the report gives the estimated average present cost per ton of handling each of the different articles of domestic produce that arrive at the city of New York. These expenses vary from \$1 for cut meats, oil

cake and cotton-seed meal up to \$12 for calves, the latter being marketed in New York, driven to abattoirs, and their meat carted thence to butcher shops. The lowest cost is equivalent to transportation by rail a distance of 80 miles at the average rates received by the Pennsylvania Railroad in 1874; the highest to more than the cost of transportation from Chicago to New York at that rate. Flour is reported to cost \$2 per ton, wheat \$1 30, corn \$1 40, cotton \$3 20, hides \$10, all stock for slaughter except calves \$10, sugar \$3, petroleum \$2, tobacco \$3 33, barreled meats \$2. The total terminal expense for 1873 is given as \$14,200,188, which is an average of \$3 07 per ton for the 4,631,700 received—enough to have carried it from Buffalo to Utica on the New York Central at its average rates of last year, or from Pittsburgh to Harrisburg on the Pennsylvania.

In this table eleven of the articles enumerated only equal in weight 1 per cent of the total receipts. Wheat forms 25.4 per cent of the total, and flour and grain something more than one-half (51.6 per cent.) Live stock form 12.3 per cent, and live stock and their products (meat, lard, hides, wool, butter, cheese, etc.), just 20 per cent.

Five leading products form about 93 per cent of the whole, as follows:

| | |
|-------------------------------|---------------|
| Flour and grain..... | 51½ per cent. |
| Stock and stock products..... | 20 " |
| Petroleum..... | 13½ " |
| Cotton..... | 4¾ " |
| Tobacco..... | 3¼ " |

Total.....93 per cent.

So far as bulk is concerned, the others are unimportant, and with these five provided for the rest would cause very little trouble—indeed, would doubtless themselves be mostly provided for.

Of the entire receipts of 4,631,700 tons, the route of arrival, whether by land or water, is indicated for just about three-quarters—3,445,682 tons. Of this, 2,067,639 tons were received by rail—61 per cent. But of the other articles whose route of arrival is not indicated, very nearly all, except cotton and naval stores, must have arrived by rail.

The terminal charges on freight are onerous enough to deserve a thorough sifting; but the terminal charges on passenger traffic are far larger than they ought to be. The baggage transportation of this country has grown up without reference to either system or natural justice. A mass of heavy trunks, containing merchandise and all manner of stuff, are carefully transported at high speed and responsibilities incurred, out of all proportion to the compensation. In fact, as at present conducted, the premium is given to the passenger who travels with baggage; he who travels without paying exactly the same fare. The rules for collecting fares on excess baggage are nearly a dead letter, and are not stringent enough at best—except on the Pacific Railroads. No one company can establish a reform in this matter alone; but now in these days of keen competition for passengers, it is worth the while of Railroad managers to see if some comprehensive system of through and local tickets for excess baggage cannot be adopted at rates more nearly approximating the value of the service, and which can be settled on *pro rata* plans as are the passenger fares.

How Trains are Run Through Bergen Tunnel.

It is claimed by the managers of the Erie Railway that the system of signals in use at their tunnel through Bergen Hill, N. J., is the safest and best that is in use at the present day for the running of trains through a tunnel. A visit to the East end of this tunnel, and an examination of the machinery and its workings, will at once show the spectator that all the care possible is taken to prevent accidents of any sort. The electric signals, by which this plan of running trains is carried out, are connected by insulated wire or covered wire running over the hill, thus making the connection between the two signal houses, which are at each end of the tunnel. In each of these houses is an electrical signal machine, which is so arranged that when the key is closed at one end of the tunnel the bell strikes four times at the other end, and by this the signal man knows that the train has just passed out at the other end all right, and that he can let in another. It is a rule that two trains shall not be let into the tunnel at one time on the same track, and that on the rear of each train must be a red light, and the signal man, whose duty it is to send back the signal "All right," must see that the train had such lights on the rear of the car when it passed by the signal house. In a busy time, the two roads that use this tunnel, the Erie and Delaware, Lackawanna and Western, often run as many as 300 trains through in a day, and it is often the case that two trains bound West come up to the mouth of the tunnel, or the place where they are all obliged to stop before going in, at nearly the same time, and the train that stops first has the right of way in the tunnel, the other not being allowed to start in until the one preceding it has been signaled back as having passed through all right.

Detroit and Milwaukee Railroad.

The earnings of this road for the years ending December 31, 1873 and 1874, (exclusive of the Lake Michigan proportion) were:

| | 1873. | 1874. |
|----------------------|----------------|----------------|
| From passengers..... | \$521,851 80 | \$448,625 66 |
| " freight..... | 618,280 01 | 641,938 71 |
| " mails, etc..... | 41,334 19 | 41,647 30 |
| " rents..... | 23,411 37 | 18,995 03 |
| | \$1,204,877 37 | \$1,151,206 70 |

Expenses, viz:

| | | |
|---|----------------|--------------|
| Maintenance and renewal of way..... | \$502,020 89 | \$248,785 68 |
| Locomotive power... | 235,823 79 | 213,969 56 |
| Repairs and renewals of passenger and freight cars..... | 144,258 22 | 135,583 03 |
| Passenger transit expenses..... | 112,712 50 | 110,049 26 |
| Freight transit expenses..... | 149,596 80 | 156,843 05 |
| General charges..... | 41,930 92 | 36,881 22 |
| Taxes and insurance.. | 41,260 47 | 42,360 45 |
| | \$1,227,603 59 | \$944,472 25 |
| Deficit in 1873..... | \$22,726 22 | ..... |
| Net revenue, 1874.... | ..... | \$206,734 45 |
| Interest and discounts | 403,209 46 | 417,879 00 |
| Balance at debit..... | \$425,935 68 | \$211,144 55 |
| Balance at debit December 31, 1873 | ..... | \$4,491 56 |
| Total, as in General Balance Sheet... | \$295,636 11 | ..... |

The gross traffic receipts for the year 1874, exclusive of the Lake Michigan proportion, were \$58,070 67 less than the receipts for 1873; and the expenses \$283,131 34 less—showing an im-

provement of \$229,460 67. The capital expenditure in 1873 was \$270,064 46, against \$8,365 59 in 1874. The President in his report says:

When the last annual report was submitted, the directors had reason to expect relief from the embarrassments of the company through the intervention of the Great Western of Canada, who are the owners of a majority of its shares. Negotiations are still pending on this subject. Meantime, the line, in its crippled condition, under a great reduction of freight rates, and with a sharp competition from nine roads crossing it at various points, has earned a net revenue of \$206,734 45, which has been applied in part payment of interest on the river front and other early mortgages, arrears of wages, and wood and stores purchased in the previous year.

If the pending negotiations are successful, the line will at once be put in a condition equal to that of any other in the State. Until that is accomplished, the directors have no predictions or promises to make.

The fact that the building of railroads far in advance of the actual business wants of the country has rendered many of them of little value to their projectors, does not diminish their importance as an element in the convenience and prosperity of the people. They have opened tracts of country, which, without them, would have remained comparatively valueless, and have carried population to parts of the State, which, without them would still have been desert. Unless wholly abandoned by their promoters, they must be kept in safe condition for travel and traffic. They are entitled to every protection and encouragement which is consistent with proper legal surveillance.

With regard to the Detroit and Milwaukee Line, the people of the State are not generally aware that they have had the benefit of the expenditure of more than twelve millions of dollars, all which has been a loss to the promoters, except so much as the present value of the mortgage bonds, supposed to be less than five millions; and since the year 1860, the sum of \$340,008 64 has been paid into the State Treasury, for annual taxes, and more than eleven millions have been expended among our own citizens in repair and working expenses of the line.

The number of passengers carried in 1874, was 262,521; do, in 1873, 406,983. Tons of freight and live stock in 1874, 343,737; do, in 1873, 303,185. The Superintendent in his report says:

After an absence of over nine years, having by appointment just re-assumed the General Superintendency of your road, it may not be out of place briefly to allude to the various competing roads which, during that interval, have been created, and which for a time must seriously affect the traffic of your line. These are the Detroit and Bay City, the Flint and Pere Marquette, and the Jackson, Lansing and Saginaw Roads, crossing the eastern end of your line, and tapping the extensive lumber regions of the Saginaw and its tributaries; the Detroit, Lansing and Lake Michigan, the Grand River Valley Division of the Michigan Central, the Grand Rapids and Indiana, and the Lake Shore and Michigan Southern roads, with like effect upon the region north of Central Michigan; the Grand River Valley extension to Muskegon, and the Chicago and Michigan Lake Shore draining the country lying on the western side of the Peninsula. Five of these roads are operated in the interest of the Michigan Central. Some of them now contribute, and when the northern part of the State is more extensively peopled will still more contribute to the traffic of your line, but until your track and rolling stock are put in proper condition, you must not expect a satisfactory share of the business from points where competing lines with superior facilities cross your road, and while in its present condition not only are your revenues diminished, but your repairs and working expenses are very largely increased.

Your company ought to own two good propellers, and have its own freight representation in so

important a city as Milwaukee—the Detroit and Milwaukee Railroad key to the Northwest; there is a large margin in this lake part of the business, and the railroad company ought to enjoy it.

Much as no doubt has been done with the small available means in keeping the road and rolling stock in working condition, still your road has been worked at very great disadvantage and cost.

I append a statement of the rolling stock, and a brief outline of the work done on the track, 63 miles of which are laid with light (50 pounds to the yard) American steel. These rails are laid between Royal Oak and Holly, and between Ionia and Grand Rapids.

You have 34 locomotives, 14 of which are passenger, 16 freight, and 4 switching. Of these, 14 are in fair condition, 13 in medium, 6 requiring heavy repairs, 1 poor, and should be broken up and sold as old material.

We require in daily use for the present business, 12 passenger, 14 freight, and 4 switching engines. During the year, 13 locomotives received heavy, and 12 light repairs; 12 of the passenger locomotives have air brake attachments.

You had 28 coaches, 1 was broken up, leaving 27. As far as their bodies are concerned, 10 are fair, 7 medium, 9 poor, 1 good official and pay car. There is 1 second class or emigrant coach, 1 having been broken up, and 5 made into way cars. All coaches fit to run are in constant use. The wheels and axles of all are in good condition.

You have 9 express, baggage and postoffice cars, of which 1 is new, replacing one broken up, 3 good, 2 medium and 3 poor; 16 way cars in fair condition; 138 flat cars (13 were broken up); 188 box grain cars; 107 merchandise cars; 29 cattle cars, being 1 (new) in excess of last year; 2 boarding, and 1 auxiliary or wrecking car.

These cars are, with the exception of about 15, depreciated by age, tear and wear, fifty per cent.

During the year new wheels and axles have been put under first class cars to the extent of 350 wheels and 156 axles; under freight box cars, 340 wheels and 158 axles; under flat cars, 36 wheels and 18 axles; under mail, baggage and express cars, 148 wheels and 78 axles.

With respect to the condition of the track, I would refer you to the Report of the Engineer, merely remarking that the seemingly large expenditure on bridges and culverts has been on permanent structures—substituting stone for timber; putting in 6 stone culverts in place of renewing 2 bridges in timber; 26 timber culverts renewed with stone, and 45 timber culverts renewed with sewer pipe. The great expense, and for so very little benefit, is keeping trackmen taking out daily old and putting in only repaired rails; there is no satisfaction in this, yet it is the only thing that could be done in the present condition of the company.

A further supply of steel rails would quickly exhibit a vast saving in expense. Of the 189 miles of main track, 63 miles are laid with steel, except through station yards, in which it should be placed, because at many of the stations some trains do not stop, and the bad iron in these yards will lead to accident. 50 miles of the track have very fair iron. About 13 miles might be run for about 2 years, but 63 miles should be immediately relaid with steel, of a pattern a little heavier than what you have.

The tonnage, number of passengers and earnings for the year, from the causes I have named, could not be anything but discouraging. With the improvements suggested you must receive a better return for money expended.

During the past year 100 tons of re-rolled rails, 12,788 rails repaired by swage block, and 145,531 cross-ties or sleepers were put in the track.

CAPITAL ACCOUNT, Dec. 31, 1874.

Cost of line, rolling stock, etc., at
December 31, 1873 \$10,502,851 54
Expended during the year 1874... 8,365 59

Total.....\$10,511,217 13

Ordinary stock \$422,140 00
Preferred shares, 41,900, at \$50 each, secured by mortgage issued upon re-organization, Oct. 24, 1860 2,095,000 00

Bonded Debt:

Oakland and Ottawa Railroad Co.:
Sterling bonds, 6 per ct., due 1873, £31,000, converted at 9½ p. ct.... 150,866 75
Dollar bonds, 7 per cent, due 1873. 51,000 00

Detroit and Pontiac Railroad Co.:
Bonds, 7 per cent, due 1878 150,000 00
Bonds, 7 per cent, due 1878 100,000 00
Bonds, 8 per cent, due 1886 250,000 00

Detroit and Milwaukee Railway Co.:

1st mortgage bonds, 7 per cent, due 1875 2,500,000 00

2d mortgage bonds, 8 per cent, due 1875 1,000,000 00

Detroit and Milwaukee R.R. Co.:
1st funded coupon bonds, 7 per ct., due 1875:

Amount issued \$625,923 75
Yet to be issued 2,601 25

2d funded coupon bonds, 7 per ct., due 1875:

Amount issued \$375,733 75
Yet to be issued 1,381 25

Mortgages on Detroit river front property at Detroit..... 53,266 67

Mechanical shops property bonds. 50,000 00

Bonds of September 1, 1866—Due 1886:

Total amount issued..\$110,000 00
Balance in Co.'s hands. 190,000 00

Bonds of June 30, 1866—Due 1886:

In hands of Merchants' Bank of Canada, subject to redemption at rate of \$100,000 per annum....\$1,238,000 00

Redeemed from ditto up to Dec. 31, 1869, and now in company's hands..... 350,000 00

Outstanding in hands of other parties, being an increase of \$202 63 this year, issued for former liabilities..... 464,519 51

Balance in company's hands..... 33,094 82

Balance carried to general balance sheet 297,689 38

Total, as above.....\$10,511,217 13

The actual cost of line, rolling stock, etc., at December 31, 1874, amounted to \$12,116,234 11—

of which \$1,954,881 98 was provided for out of revenue, from the organization, in October, 1860, to December 31, 1869.

GENERAL BALANCE SHEET, Dec. 31, 1874.

Balance from capital account \$297,689 38

Balance from net revenue account.. 295,636 11

General stores and fuel on hand.... 101,391 93

Insurance suspense account..... 12,977 78

City of Grand Haven for its bonds voted in aid of changing Grand Haven Terminals..... 53,000 00

Bonds of September 1st, 1866, in company's hands..... 190,000 00

Balance in Banker's hands, and sundry accounts due to the company 84,840 08

Total.....\$10,511,217 13

Interest on bonds, uncalled for at 31st December, 1874..... \$20,152 33

Matured bond interest, unpaid from 15th November, 1873, to 1st Jan. 1875, both dates inclusive 514,387 02

Bills payable..... 201,458 86

Sundry accounts and traffic balances due by the company..... 299,587 07

Total.....\$1,035,535 28

President.—CHARLES C. TROWBRIDGE.

Vice President.—JOSEPH PRICE.

Directors.—Charles C. Trowbridge, Joseph Price, Henry N. Walker, Edmund A. Brush, Christian H. Buhl, Sir Hugh Allan, William K. Muir, Samuel Barker.

Gen'l Superintendent.—WILLIAM K. MUIR.

Secretary.—JAMES H. MUIR.

Baltimore, Pittsburg and Chicago Railroad.

At the annual meeting of the stockholders of this company, held in Chicago on the 8th inst., the following named gentlemen were elected directors to serve for the ensuing three year: Charles M. Culbertson, George R. Dennis and John K. Cowen. A meeting of the board of directors was held subsequently, and the following officers were elected for the ensuing years: President, W. C. Quincy; treasurer, W. H. Ijams; secretary, William Wing; chief engineer, J. L. Randolph.

After the election of officers the president made a brief statement of the affairs of the company. He stated that the road had been completed from Chicago Junction, Ohio, to Park Side, and that an arrangement had been effected with the Illinois Central Railroad Company whereby the use of tracks into the city had been secured for a stipulated sum, and that certain grounds had been leased from the same company for freight depot purposes.

The board of directors approved the location of the shops of the company at South Chicago, and a conveyance of forty acres of land from the Chicago and Calumet Canal and Dock Company was ratified. After arranging that the annual meeting would occur hereafter on the first Thursday following the first Tuesday in the month of April the meeting adjourned.

The Chicago Times says the company as yet has come to no determination concerning a permanent passenger depot in that city. The lease which they hold upon the exposition building expires in June, when it will be necessary for the road to seek new quarters. It is thought that they may be admitted into the Union depot, but if they should fail to gain admittance, the company may form some sort of an alliance with the Illinois Central Company, which may result in the erection of a new depot building.

The annual meeting of the stockholders of the Baltimore and Ohio Chicago extension railway was held at Auburn Junction, Indiana, on the 8th inst., for the purpose of electing a board of directors for the ensuing year, which resulted in the election of the following gentlemen: David Lee of Illinois, A. P. Edgerton of Indiana, John Gardner and W. C. Quincy of Ohio, and George R. Dennis, John K. Cowen and Wm. Keyser of Maryland. At a subsequent meeting the following officers were elected: President, W. C. Quincy; secretary, W. Wing; treasurer, W. H. Ijams; chief engineer, James L. Randolph.

The opening of the Astoria, Ravenswood and Hunters' Point Railroad took place on the 8th inst.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of March, were:

ENTERED FOR CONSUMPTION.

| | 1874. | 1875. |
|---------------------------|--------------------|---------------------|
| Manufactures of wool.... | \$2,385,158 | \$2,827,496 |
| " cotton.... | 2,419,527 | 2,476,576 |
| " silk.... | 2,464,848 | 3,023,864 |
| " flax.... | 1,322,326 | 1,341,205 |
| Miscellaneous dry goods.. | 868,521 | 1,046,212 |
| Total.... | \$9,460,380 | \$10,715,353 |

WITHDRAWN FROM WAREHOUSE

| | 1874. | 1875. |
|---------------------------|--------------------|--------------------|
| Manufactures of wool.... | \$1,794,372 | \$1,180,145 |
| " cotton.... | 820,640 | 605,522 |
| " silk.... | 745,515 | 627,090 |
| " flax.... | 841,174 | 719,374 |
| Miscellaneous dry goods.. | 231,186 | 212,387 |
| Total.... | \$4,432,887 | \$3,344,518 |

Add entered for consump. 9,460,380 10,715,353

Thrown upon market....\$13,893,267 \$14,059,871

ENTERED FOR WAREHOUSING.

| | 1874. | 1875. |
|---------------------------|--------------------|--------------------|
| Manufactures of wool.... | \$1,234,576 | \$1,775,041 |
| " cotton.... | 618,016 | 750,772 |
| " silk.... | 487,822 | 726,682 |
| " flax.... | 633,139 | 747,693 |
| Miscellaneous dry goods.. | 185,066 | 233,437 |
| Total.... | \$3,158,619 | \$4,233,535 |

Add entered for consump. 9,460,380 10,715,353

Total entered at the port. \$12,618,999 \$14,948,888

The imports of foreign dry goods at New York for three months from January 1, were:

| | 1874. | 1875. |
|---------------|-------------|-------------|
| January..... | \$8,815,674 | \$8,939,914 |
| February..... | 13,481,918 | 12,710,963 |
| March..... | 12,618,999 | 14,943,888 |

Total 3 months....\$34,916,591 \$36,599,765

The following statement will show the classes of goods in which the changes have occurred:

ENTERED FOR CONSUMPTION.

| | 1874. | 1875. |
|---------------------------|-------------|-------------|
| Manufactures of wool.... | \$6,651,639 | \$7,629,582 |
| " cotton.... | 6,493,202 | 6,716,915 |
| " silk.... | 6,192,682 | 6,882,770 |
| " flax.... | 3,175,041 | 3,086,674 |
| Miscellaneous dry goods.. | 2,277,526 | 2,488,917 |

Total ent. for consump...\$24,790,090 \$26,804,858

WITHDRAWN FROM WAREHOUSE.

| | 1874. | 1875. |
|---------------------------|-------------|-------------|
| Manufactures of wool... | \$4,612,277 | \$3,935,929 |
| " cotton.. | 2,453,557 | 2,280,004 |
| " silk.... | 2,215,866 | 1,617,440 |
| " flax.... | 2,346,663 | 1,962,549 |
| Miscellaneous dry goods.. | 529,915 | 460,386 |

Total withdrawn from warehouse....\$12,157,178 \$10,255,308

Add entered for consump. 24,790,090 26,804,858

Total thrown on the market....\$36,947,268 \$37,060,166

ENTERED FOR WAREHOUSING.

| | 1874. | 1875. |
|---------------------------|-------------|-------------|
| Manufactures of wool.... | \$4,160,439 | \$3,860,858 |
| " cotton.... | 2,102,955 | 1,982,798 |
| " silk.... | 2,215,795 | 1,784,708 |
| " flax.... | 1,866,084 | 1,754,453 |
| Miscellaneous dry goods.. | 485,228 | 412,090 |

Total entered warehouse.\$10,126,501 \$9,794,907

Add entered for consump. 24,790,090 26,804,858

Total entered at the port..\$34,916,591 \$36,599,765

American Steamship Co.

The fourth annual meeting of the stockholders of this company was held in Philadelphia on the 5th inst. Mr. A. J. Derbyshire presided and Mr. Robert W. Smith acted as secretary.

The annual report was read by the secretary. It shows that from the time of the change of the general agency, February 6, 1874, up to January 1, 1875, the steamers accomplished thirty round voyages, with the following results:

RECEIPTS.

| | |
|---------------------------|---------------------|
| Freight..... | \$683,502 13 |
| Passengers..... | 288,932 97 |
| Miscellaneous sources.... | 4,023 51 |
| Total..... | \$976,458 61 |

Less disbursements for ordinary operating expenses..... 828,558 01

Excess of receipts over ordinary expenses of operating.....\$147,900 60

The disbursements for shore expenses have been as follows:

| | |
|---|-------------------|
| Expenses of Agencies at Philadelphia, Liverpool, New York and Chicago and 1100 Sub-agencies in America and 1100 in Europe, including compensation of agents, salaries of employees, rent of offices, postages and telegrams, stationery and printing, &c..... | \$88,465 33 |
| Advertising..... | 39,122 96 |
| Wharf expenses at Philadelphia and Liverpool, including rent of docks and insurance on merchandise stored thereon awaiting shipment or delivery..... | 8,671 32 |
| Total..... | 136,259 61 |

Showing a gain of..... 11,640 99

Extraordinary repairs and expenses of the steamers, including the salvage suits..... 60,555 25

Loss on the operations of the steamers \$48,914 26

During the year, material for permanent use on the piers and docks, and supplies consisting of two sets of propeller blades, one propeller shaft, boiler and brass condenser tubes, in store at Philadelphia and Liverpool, for use on the steamers, as from time to time required, have been purchased, the value of which, January 1, 1875, was.....\$17,827 52

The loss on the steamers, and the cost of surplus stores on hand has, to the extent of \$65,000, been met by the issue of the notes of the Company, the balance \$1,741 78, being due to the General Agents.

The debt of the Company January 1, 1875, other than bonded debt, as per general account of the Treasurer, amounted to \$351,656 17, for which the notes of the Company have been issued, \$309,856 11 to the Pennsylvania Railroad Company and \$41,800 to other parties.

The specific items for which this debt has been created will appear by the following statement:

| | |
|--|---------------------|
| Excess of cost of construction and outfit of the four steamers over the capital stock and bonded debt paid in..... | \$153,106 02 |
| Interest on mortgage bonds..... | 256,860 00 |
| Advanced for the operations of the steamers and purchase of supplies as above..... | 65,000 00 |
| Cash on hand..... | 3,312 89 |
| Total..... | \$478,278 91 |

Less credit to profit and loss..... 126,622 74

Total..... \$351,656 17

An election for directors for the ensuing year was then held, with the following result: Henry D. Welsh, President, Josiah Bacon, John Rice, B. H. Bartol, John Price Wetherill, D. B. Cummins,

M. Baird, N. Parker Shortridge, Strickland Kneass, Edmund Smith, William D. Winsor.

Condition of the Anthracite Furnaces.

The Bulletin of the American Iron and Steel Association of April 2, says that during the strike now prevailing in the anthracite coal regions, furnace men are rapidly being compelled to blow out their furnaces or resort to the use of coke. In the Lehigh Valley the supply of anthracite coal is becoming so short that those iron manufacturers who are determined to use nothing else cannot expect to run their furnaces longer than the 1st of May. The Thomas Iron Company have been using coke at Alburts and Hokendauqua for over two weeks, using about one fourth coke to three fourths anthracite, and they say the new fuel works satisfactorily. The Crane Iron Company have purchased 4000 tons of coke, and began to use it in one of their stacks at Catasauqua on last Saturday. They are mixing it with anthracite in the same proportion as the Thomas. Coke cost \$6 50 per ton, delivered at points in the Lehigh Valley, and it has been determined by actual experiment in anthracite furnaces that 1 1/4 tons of coke are equal in smelting power to 1 3/4 tons of anthracite, these being the quantities required of each respectively to produce a ton of iron. The following is very nearly the situation in the Lehigh Valley: Carbon Iron Company (three stacks) have one stack in blast, and are receiving coal regularly. Lehigh Valley Iron Company (three stacks) have two in. Crane Iron Company, (six stacks) have three in. Thomas Iron Company have both stacks at Alburts in, and two in out of six at Hokendauqua. Allentown Rolling Mill Company (two stacks) have one in. Emaus Furnace is in. Allentown Iron Company have all five stacks in. Lehigh Iron Company (two stacks) have one in. Saucon Iron Company have both their stacks out. Bethlehem Iron Company (four stacks) have all their furnaces in blast, but may blow all out soon. Coleraine Iron Company (two stacks) have one in, but may blow it out soon, as they are short of coal. Peter Uhler's furnace is out. Glendon Iron Company (five stacks) have two in. Millerstown Iron Company's furnace is out. North Penn Iron Company's furnace is in, but is expected soon to blow out; and Edge Hill Iron Company's furnace is in. In New Jersey, the Andover Iron Company (three stacks) have two in. Musconetcong Iron Company (two stacks) have one in; and Port Oram Iron Company's furnace is in. Total number of stacks enumerated, 53—in blast, 31, and out of blast, 22.

In the Schuylkill Valley some furnaces are still supplied with anthracite by the Philadelphia and Reading Coal and Iron Company, who have managed to get some coal from the Wyoming collieries. Some furnaces are, however, running partly on coke: Seyfert, McManus & Co.'s, E. & G. Brooke's, and Montgomery Iron Co.'s. The condition of the Schuylkill Valley furnaces is very nearly as follows: St. Clair Furnace is out. Ringgold Furnace is in. Port Carbon Furnace is in. Atkins & Brother's three furnaces are in. Minersville Furnace is out. Topton Iron Company's Furnace is out. Temple Iron Company's Furnace is in. Seyfert, McManus & Co. (two stacks) have one in. Clymer Iron Company's Furnace is out. Keystone Furnace Co. (two stacks) have one in. Eckert & Brother's two furnaces are out. Leesport Iron Company's Furnace is out. Monocacy Furnace is out. Moselem Furnace is in. White & Ferguson's two furnaces are out. Phoenix Iron Co. (three stacks) one out, and two have been "banked up" for three weeks. Montgomery Furnace is in. Norristown Furnace is out. Schall & Co.'s Furnace is out. E. & G. Brooke (four stacks) have one in. Swede Furnaces are both out. D. O. & H. S. Hiter (three stacks) have two in. S. Fulton & Co.'s two furnaces are out. J. B. Moorhead & Co.'s two furnaces are out. Pottstown Iron Company's Furnace is in; and

Robbins and Son's Furnace is in. Total number of stacks enumerated, 42—in blast, 15, and out of blast, or "banked up," 27.

Our information about the Susquehanna Valley is not so full, but the following embraces some of the furnaces of that locality: Hon. G. Dawson Coleman (three stacks) has one in. R. W. Coleman's Heirs & Co. (five stacks) have one in. Pennsylvania Steel Company's Furnace is running partly on coke. Chestnut Hill Iron Ore Company (three stacks) have all out. St. Charles Furnaces (two stacks) and Chickies Furnaces (two stacks) are running partly on coke. Watts's Furnaces are both out; but it is reported that the proprietors of Chickies Furnaces, E. Haldeman & Co., have leased one of them, intending to blow it in shortly. Cameron and Middletown Furnaces are both out; and Dauphin Furnace is in. Wistar Furnace is in; and McCormack & Co. (two stacks) have one furnace in blast, running partly on coke. Total number of stacks enumerated, 24—in blast, 10 and out of blast, 14. The freight on Connellsville coke to Harrisburg is now \$3 50 per ton.

The grand total of the above mentioned furnaces is 119—in blast, 56, and out of blast, 63.

Free Passes—Contract to carry at Passenger's own Risk.

In the case of Gallin vs. The London and North-western Railway Company (English Court of Queen's Bench, Feb. 3, 1875,) the plaintiff, a drover, who had traveled with cattle by the defendants' Railway, on the terms that he was to be free of charge, but at his own risk, was, in consequence, as the jury found, of the negligence of the defendants' servants, injured after leaving the train, in the course of his departure from the defendants' premises it was held that the plaintiff took upon himself the risks incidental to the whole transaction, the access to and departure from the train as well as the actual transition, and therefore that the defendants were not liable.

The first count of the declaration stated that the plaintiff was a passenger of the defendants, to be by them safely and securely carried for reward to the defendants, and that by the defendants' negligence the plaintiff was thrown down while alighting from the carriage of the defendants and injured. The second count stated that the defendants so negligently managed their stations and carriages, and placed the carriages in such dangerous positions, and kept the station in such a dangerous state, and omitted to light it, and to provide proper accommodation for passengers to depart from the carriages, that the plaintiff, having been carried as a passenger, on alighting fell and was injured. The third count stated that the plaintiff was a passenger of the defendants to be safely and securely carried for reward to the defendants, and that on the invitation of the defendants he alighted from the carriage, and the railway was, to the defendants' knowledge, unlighted, unfenced, unguarded and dangerous, whereby the plaintiff, in lawfully walking along the railway for the purpose of leaving the same at the place directed by the defendants, fell and was injured.

Pleas: Not guilty, and to the first count that the plaintiff was not a passenger on the terms alleged. Issue: The action was tried before Amphlett, B., at the Liverpool Spring Assizes, 1874. The plaintiff was a cattle drover. On the 21st of November, 1870, he took two trucks of cattle by defendants' line from Lostock Hall Junction to Garstang. The journey was made during the night, and, for the plaintiff's convenience, by a train which did not ordinarily stop at Garstang. The plaintiff traveled in the guard's van. On arriving at Garstang, on the morning of the 22nd,

the train had to be taken to a goods siding, when the trucks were taken off. The plaintiff there got out of the van, and was directed by the guard to go towards the station which was 300 or 400 yards off. Between the siding and the station the line passed by a bridge over a river, and the plaintiff had to walk between the rails on which the train was standing and the parapet of the bridge, a space of four feet six inches, the parapet being two feet high. While he was so passing the train moved, and the plaintiff stepped on one side and felt the parapet. It is was so dark that the plaintiff could not see what the parapet was, and thinking it was the platform of the station, made a step forward and went over into the river. Owing to the lateness of the hour the plaintiff had not taken a regular ticket for the journey.

There was some dispute as to what the plaintiff's admissions amounted to, but substantially it may be taken that he admitted that he had traveled in the same way several times before by the defendants' line, and that he knew that their terms (as stated on the ticket which, in the ordinary course of things he would have taken) were that a drover traveling with cattle free of charge should travel at his own risk, and he admitted also that when he afterwards came to settle with the company he paid only for the cattle and not for himself, and that he was, therefore, traveling free. The jury found that there was negligence, and a verdict for £375, subject to leave to move to enter a non suit, with liberty to make any necessary amendment. A rule nisi was accordingly obtained to show cause why a verdict for the defendants should not be entered, on the ground that the plaintiff was traveling at his own risk, and that there was no evidence of negligence, the court to be at liberty to make necessary amendments. Against this rule Russell, Q. C. and French, showed cause. Assuming that the plaintiff was traveling at his own risk, he was at his own risk only during the journey, during the actual transit. But here when the accident happened the journey was at an end. The defendants' liability *qua* carriers ceased when the train arrived: after that the plaintiff had the same rights as any other person going upon the company's premises with license. He cited Robinson vs. Great Railway Western Co. 14 W. R. 256; D'Arc vs. London and North-western Railway Company, 22 W. R. 919, L. R. 9 C. P. 325. [The court referred to Hodgman vs. the West Midland Railway Company, 12 W. R. 1054, 5 B. and S. 173, 13 W. R. 758, 6 B. and S. 560; and Carr vs. Lancashire and Yorkshire Railway Company, 7 Ex. 707. Aspinwall Q. C., and Shiel, *contra* were not called upon.]

BLACKBURN, J.—I think this rule must be made absolute. It is impossible that the leave could have been reserved except on the supposition that the contract was that plaintiff should travel at his own risk. Then if that was the contract, does that free the company from liability in the present case? What would have been the liability of the company to an ordinary passenger? A person who invites another to come on his premises is bound to take reasonable care not to expose such person to undue danger. That is the implied engagement of a railway company in the case of an ordinary passenger. Whether if the plaintiff had been a passenger traveling under no particular arrangement, the company would have been liable, it is not necessary to say. But here the company have stipulated that the plaintiff should travel at his own risk. Now that, I think, means that the company were to be free, not only of all risks arising from the acts of their own servants, but of all risks incidental to the journey, not merely during the actual transition, but before and after it; till the whole transaction was completed. The case of Hodgman vs. the West Midland Railway Company (*ubi sup*) shows this. There the plaintiff's horse was injured in the course of being loaded before any ticket had been taken or declaration of value made, and it was held that under the Railway and Canal Traffic Act, 1854, the company were protected for liability beyond £50, though no contract had been entered into and no complete delivery made, it being enough that

the animal was in the course of being delivered to the company. So here it is enough that the plaintiff was in the course of leaving the defendants' premises.

MELLOR, J.—I am of the same opinion. I think that the stipulation that the plaintiff was to travel at his own risk must mean, as in Hodgman vs. the West Midland Railway Company (*ubi sup*), that he was to take all risks incident to, and arising out of the transaction till the journey was actually accomplished, and the whole transaction at an end, and therefore the company is not liable for what happened in this case. I have no doubt that the words extend to protect the company from this liability.

LUSH, J.—I am of the same opinion. I think that the condition clearly includes risks incidental to the access to and departure from the train, as well as those belonging strictly to the actual transition; it includes all risks occurring during the whole transaction from its beginning to its completion.

Rule absolute.

Catawissa Railroad.

The annual meeting of the stockholders of this company was held in Philadelphia on the 6th inst. The annual report of the directors, which was presented, says: "The treasurer's account at the close of the previous fiscal year showed a balance of \$5,733 27. Received May 1, of the Philadelphia and Reading Railroad Company, \$89,000; November 1, \$89,000; total, \$188,733 27. Paid dividends May, 1874, \$81,500; do. November, 1874, \$67,571 90. Paid in settlement of outstanding accounts, \$1,566 64. Balance, \$33,094 73. The Supreme Court in Banc have defined the act of April 24, 1874, an act taxing corporations, to be a tax upon the capital stock, to be retained by the treasurer, as agent for the state, from all dividends paid stockholders. In accordance with this decision the company have since the first of the year declared and paid an additional dividend to the second preferred stock of 62½ cents per share. This, with the dividends previously paid amounts to 2½ per cent., less the state tax of 9 per cent. The lessees report, during the two years of the lease, an outlay of about \$300,000 upon the road, which they claim has now placed it in as efficient a condition as their other lines of road. In addition to 5055½ tons of iron placed in the track in 1873, 1787½ tons have been placed during 1874. The lessees report the receipts from the working of the road in 1874, as \$720,503 24 against \$713,011 88 for 1873." The report was accepted.

☞ The San Jose (Cal.) Mercury says that the new iron-clad continuous furnace, recently introduced at the New Almaden Quicksilver Mine, in Santa Clara county, is giving great satisfaction. It has now been in operation one month, and the saving in fuel is found to be such as to warrant the belief that it will eventually supplant the old style of furnace for reducing quicksilver ores altogether, and work an entire revolution in the economy of quicksilver mining. By actual test it is found that from twelve to fifteen cords of wood, by this furnace, will do the work of from fifty five to sixty cords by the old process.

☞ The Dubuque Times says a very rich deposit of lead has been discovered in an old deserted mine on the Wildo ground near that city. A million pounds of rich galena was in full view, while it is almost certain that there is two or three times as much concealed in the clay. There are signs of still greater richness further down,

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads. | Stock out- standing. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock out- standing. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock out- standing. | Dividend Periods. | Last Dividend Payable. |
|-------------------------------------|-------------------------|----------------------|------------------------------|-----------------------------------|-------------------------|----------------------|------------------------------|-----------------------------------|-------------------------|----------------------|------------------------------|
| Albany and Susq*.....100 | 13,280,000 | J. & J. | Jan. '75 3d | Long Island.....50 | 8,000,000 | M. & S. | May '73 10c | Vermont and Mass.....100 | \$2,860,000 | A. & O. | Apl. '75 2 |
| Allegheny Valley.....50 | 2,236,350 | J. & J. | July '74 4 | Louis, Cin. and Lex.....50 | 1,623,483 | J. & J. | July '69 3 | Warren (N. J.).....100 | 1,800,000 | J. & D. | Dec. '74 3 |
| Atlanta and West Point.....100 | 1,232,200 | J. & J. | July '74 4 | " " " ".....100 | 848,700 | J. & J. | Jan. '74 4 | Warwick Valley.....100 | 225,000 | A. & O. | Apl. '72 2d |
| Atlantic and Gulf.....100 | 3,693,200 | M. & N. | Nov. '73 3d | Louisville and Nashville.....100 | 8,980,600 | F. & A. | Feb. '74 4 | West Jersey.....100 | 1,553,750 | F. & A. | Feb. '74 4 |
| Atlantic and St. Law*.....100 | 39,494,900 | M. & S. | Mar. '76 2 | Louisv., N. Alb. & Chl.....100 | 3,000,000 | J. & D. | Dec. '70 3 | Winchester & Potomac.....100 | 180,000 | J. & J. | Jan. '75 3 |
| Avon, Genesee & Mt. M*.....100 | 194,250 | A. & O. | Jan. '75 1 | Lowell and Lawrence.....100 | 200,000 | A. & O. | Apl. '75 3 | Winchester & Strasburg.....100 | 500,000 | J. & J. | Jan. '75 3d |
| Baltimore and Ohio.....100 | 13,151,962 | M. & N. | Nov. '74 5 | Lykens Valley.....20 | 600,000 | F.M.A.N. | Feb. '75 2d | Worcester and Nashua.....75 | 1,789,800 | J. & J. | Jan. '75 16 |
| Washington Br. pref.....50 | 1,650,000 | A. & O. | Oct. '74 5 | Macon and Western.....100 | 2,500,000 | J. & J. | July '73 5 | | | | |
| Parkersburg Br. pref.....50 | 5,680,685 | J. & J. | Nov. '74 5 | Maine Central.....100 | 3,400,500 | M. & N. | Nov. '74 5 | | | | |
| Berkshire.....100 | 600,000 | J.A. & O. | Apl. '75 1d | Manchester and Law.....100 | 1,000,000 | M. & N. | Nov. '74 5 | | | | |
| Blossburg & Corning*.....50 | 250,000 | J. & D. | Dec. '72 3d | Marietta & Cincinnati.....50 | 1,372,891 | M. & S. | Sep. '66 3d | | | | |
| Boston and Albany.....100 | 19,864,100 | M. & N. | Nov. '74 5 | " " " ".....50 | 8,130,719 | M. & S. | Sep. '66 3d | | | | |
| Bos., Cin. & Fitchb. pref.....100 | 633,320 | J. & J. | Jan. '75 3 | Massachusetts.....100 | 4,000,000 | F. & A. | Feb. '75 3 | | | | |
| Agricultural Br. guar.....100 | 60,000 | J. & D. | Dec. '74 3 | Memphis & Charleston* 25 | 5,312,725 | J. & D. | Jan. '69 3 | | | | |
| Bost., Concord & Mont* pref.....100 | 800,000 | M. & N. | Nov. '74 3 | Michigan Central.....100 | 18,738,204 | J. & J. | Jan. '73 4d | | | | |
| Boston and Lowell.....500 | 3,200,000 | J. & J. | Jan. '75 3 | Mill Creek & Minehill* 50 | 323,375 | J. & J. | Jan. '75 5 | | | | |
| Boston and Maine.....100 | 6,921,274 | M. & N. | Nov. '74 4 | Milwaukee and St. Paul.....100 | 15,399,261 | J. & J. | Dec. '70 7d | | | | |
| Boston and Providence.....100 | 4,000,000 | M. & N. | Nov. '74 5 | " " " ".....100 | 12,274,483 | F. & A. | Aug. '74 3d | | | | |
| Buffalo, N. Y. and Erie*.....100 | 950,000 | F. & A. | Aug. '74 3d | M. Hill & Schuyler Hav* 50 | 8,856,450 | J. & J. | Aug. '74 3d | | | | |
| Burlington and Mo. Riv.....100 | 5,636,000 | M. & S. | Mar. '75 5 | Morris and Essex*.....50 | 14,008,100 | J. & J. | Jan. '75 3d | | | | |
| " " " " pref.....100 | 1,485,900 | M. & S. | Mar. '75 5 | Nashua and Lowell.....100 | 800,000 | M. & N. | Nov. '74 4 | | | | |
| Camden and Amboy*.....100 | 5,847,800 | J.A. & O. | Apl. '75 2d | Naugatuck.....100 | 1,881,900 | F. & A. | Aug. '74 3d | | | | |
| Camden and Atlantic.....100 | 377,400 | J. & J. | Oct. '74 7d | Nesquehoning Valley*.....50 | 1,000,000 | M. & S. | Mar. '75 5 | | | | |
| " " " " pref.....100 | 838,489 | J. & J. | Oct. '74 7d | Newark and N. York*.....100 | 977,400 | M. & S. | Jan. '75 3d | | | | |
| Cape Cod.....50 | 1,020,330 | J. & J. | Jan. '72 2d | N. Bedford.....100 | 1,678,500 | M. & N. | Nov. '74 4 | | | | |
| Cape May and Millville.....50 | 447,000 | J. & D. | Dec. '74 5 | N. Castle & Beaver Val*.....100 | 1,800,000 | J.A. & O. | Jan. '75 2d | | | | |
| Catawissa & Fogelsv.....50 | 428,900 | Novemb. | Nov. '71 6 | N. Haven & Northamp.....100 | 605,000 | J.A. & O. | Sep. '73 3 | | | | |
| " " " " pref.....50 | 1,159,500 | M. & N. | Nov. '74 2d | New Jersey*.....100 | 7,295,200 | J.A. & O. | Apl. '75 2d | | | | |
| Cayuga and Susq*.....50 | 589,110 | J. & J. | Jan. '75 4d | New London Northern*.....100 | 1,418,800 | J.A. & O. | Apl. '75 2 | | | | |
| Cedar Rapids & Mo. R.*.....100 | 6,850,400 | F.M.A.N. | Feb. '75 1 | N.Y. Cen. & Hudson R.....100 | 89,428,330 | J.A. & O. | Jan. '75 2 | | | | |
| " " " " pref.....100 | 769,000 | F. & A. | Feb. '75 3d | New York and Harlem.....100 | 8,500,000 | J. & J. | Jan. '75 4 | | | | |
| Central of Georgia.....100 | 4,666,800 | J. & J. | July '73 5 | " " " " pref.....100 | 1,500,000 | J. & J. | Jan. '75 4 | | | | |
| Central of New Jersey.....100 | 20,000,000 | J.A. & O. | Apl. '75 2d | N. Y., N. H. & Harf.....100 | 15,500,000 | J. & J. | Jan. '75 5 | | | | |
| Central Ohio*.....50 | 2,425,000 | J. & D. | Dec. '74 3 | N. Y., Provid. & Oston.....100 | 2,500,000 | J.A. & O. | Apl. '75 2d | | | | |
| " " " " pref.....50 | 400,700 | J. & D. | Dec. '74 3 | Nlag. Bridge & Canand*.....100 | 1,000,000 | J. & J. | Jan. '75 3 | | | | |
| Central Pacific.....100 | 54,275,500 | J. & J. | Apl. '75 6d | North Carolina*.....100 | 4,900,000 | irregular | Jan. '75 3 | | | | |
| Chemung*.....100 | 580,000 | J.A. & O. | Jan. '75 1d | N. Eastern (N. C.) pref.....100 | 111,000 | M. & N. | May '67 4 | | | | |
| Cheshire, preferred.....100 | 2,100,000 | J. & J. | Jan. '75 4 | North Pennsylvania.....100 | 3,473,500 | M. & N. | Feb. '75 5 | | | | |
| Chicago and Alton.....100 | 8,929,900 | M. & S. | Mar. '75 5 | Northern Central.....100 | 5,842,000 | M. & N. | July '74 3d | | | | |
| " " " " pref.....100 | 2,425,400 | M. & S. | Mar. '75 5 | N. rern N. Hampb.....100 | 3,068,400 | J. & D. | Dec. '74 3d | | | | |
| Chicago, Burl. & Quincy.....100 | 18,897,000 | M. & S. | Mar. '75 5 | Northern New Jersey*.....100 | 1,000,000 | J. & J. | July '74 4 | | | | |
| Chicago, Iowa & Nebras*.....100 | 8,916,230 | J. & J. | Jan. '75 4 | Norwich and Worcester*.....100 | 2,804,400 | J. & J. | Jan. '75 5 | | | | |
| Chicago & N. Western.....100 | 14,983,000 | J. & D. | Dec. '73 3 | Ogdensb. & L. Champ*.....100 | 3,077,000 | J. & J. | Jan. '75 3 | | | | |
| " " " " pref.....100 | 21,484,113 | J. & J. | July '75 3d | " " " " pref.....100 | 2,000,000 | A. & O. | Apl. '75 4 | | | | |
| Chicago, B. I. & Pacific.....100 | 10,000,000 | A. & O. | Apl. '75 4 | Ohio and Mississippi.....100 | 20,000,000 | J.A. & O. | Mar. '75 3d | | | | |
| Cin. Ham. & Dayton.....100 | 8,500,000 | A. & O. | Apl. '73 4 | " " " " pref.....100 | 4,030,000 | J. & D. | Mar. '75 3d | | | | |
| Cin. Sand. and Cleve*.....50 | 2,980,550 | M. & N. | Nov. '72 10d | Old Colony & Newport.....100 | 4,259,450 | J.A. & O. | Jan. '74 3 | | | | |
| " " " " pref.....50 | 429,046 | M. & N. | Nov. '74 2 | Oswego and Syracuse*.....100 | 482,400 | F. & A. | Feb. '75 4 | | | | |
| Clev. Col. Cin. & Ind.....100 | 14,991,275 | F. & A. | Feb. '75 4 | Pacific of Missouri.....100 | 3,635,750 | J.A. & O. | Apl. '75 1d | | | | |
| Cleveland & Mahoning*.....50 | 2,057,589 | M. & N. | May '74 3d | Panama.....100 | 7,000,000 | J.A. & O. | Apl. '75 3 | | | | |
| Cleveland & Pittsburg*.....100 | 11,236,150 | F.M.A.N. | Feb. '75 1d | Paterson and Hudson*.....100 | 630,000 | J. & J. | July '74 4 | | | | |
| Col. Chic. & Ind. Cen*.....100 | 13,000,000 | F. & A. | Dec. '73 3 | Paterson and Newark*.....100 | 500,000 | J. & J. | Jan. '74 4 | | | | |
| Columbus and Xenia*.....50 | 1,788,800 | M.J.S.D. | Dec. '74 2 | Paterson and Ramapo*.....100 | 243,000 | J. & J. | Jan. '74 4 | | | | |
| Colum. & Hocking Val.....100 | 2,500,000 | F. & A. | Feb. '75 5 | Pember & Hightstown*.....50 | 342,150 | J. & J. | Jan. '75 3 | | | | |
| Concord and Ports*.....100 | 350,000 | J. & J. | Jan. '75 3d | Pennsylvania.....100 | 68,144,475 | M. & N. | Nov. '74 5 | | | | |
| Conn. & Passump Riv. 1.....100 | 2,100,000 | F. & A. | Feb. '75 5 | Peoria & Bureau Val*.....100 | 1,200,000 | F. & A. | Feb. '75 4 | | | | |
| Connecticut River.....100 | 2,100,000 | J. & J. | Jan. '75 5 | Philadelphia and Erie*.....100 | 6,004,300 | J. & J. | July '74 4 | | | | |
| Cumberland and Vt.....100 | 1,292,950 | A. & O. | Oct. '74 4 | " " " " pref.....100 | 2,400,000 | J. & J. | July '74 4 | | | | |
| " " " " 1st pref.....50 | 241,900 | A. & O. | Oct. '74 4 | Phil. Ger. & Norristown* 50 | 1,626,250 | M.J.S.D. | Mar. '75 3 | | | | |
| " " " " 2d pref.....50 | 243,000 | A. & O. | Oct. '74 4 | Philadelphia & Reading.....100 | 32,684,375 | J.A. & O. | Apl. '75 2d | | | | |
| Danbury and Newrals.....100 | 600,000 | J. & J. | Dec. '74 1d | " " " " pref.....100 | 1,551,800 | J.A. & O. | Apl. '75 2d | | | | |
| Delaware*.....100 | 1,230,941 | J. & J. | Jan. '75 3 | Phila. and Trenton.....100 | 1,259,100 | J.A. & O. | Apl. '75 2d | | | | |
| Del., Lackaw. & Westn.....100 | 23,500,000 | J.A. & O. | Apl. '75 2d | Phila., Wil. & Balt.....100 | 11,524,250 | J. & J. | Jan. '75 4 | | | | |
| Detroit & Milwaukee*.....50 | 822,140 | J. & J. | Dec. '69 7 | Pittsb., Ft. W. & Chi*.....100 | 10,714,285 | J.A. & O. | Apl. '75 1d | | | | |
| " " " " pref.....50 | 2,095,000 | J. & J. | Dec. '69 7 | " " " " Special Imp.....100 | 2,000,000 | J.A. & O. | Apl. '75 1d | | | | |
| Dubuque & Sioux City*.....100 | 5,000,000 | A. & O. | Apl. '75 2d | Pittsfield & N. Adams.....100 | 410,000 | J. & J. | Jan. '75 3 | | | | |
| East Pennsylvania*.....100 | 1,809,300 | J. & J. | Jan. '75 2d | Portland and Kamebec.....100 | 616,700 | J. & J. | July '74 3 | | | | |
| East Mahoning*.....100 | 392,950 | J. & J. | Jan. '75 3 | Yarmouth certificates.....100 | 202,400 | J. & O. | Apl. '75 3 | | | | |
| Eastern (Mass.).....100 | 4,262,600 | J. & J. | July '73 3 | Portl., Saco & Portam.....100 | 1,500,000 | J. & J. | Jan. '75 5 | | | | |
| Eastern (N. H.).....100 | 492,500 | J. & J. | July '73 3 | Providence & Worcester.....100 | 2,000,000 | J. & J. | Jan. '75 5 | | | | |
| Elmira, Jef. & Canand*.....100 | 600,000 | F. & A. | Aug. '74 2d | Raleigh and Gaston.....100 | 1,500,000 | J. & J. | July '71 6 | | | | |
| Elmira & Williamsport*.....50 | 600,000 | M. & N. | May '74 2d | Rensselaer & Saratoga*.....100 | 6,000,000 | J. & J. | Jan. '75 4 | | | | |
| " " " " pref.....50 | 500,000 | J. & J. | Jan. '75 3d | Roch. & Genesee Val*.....110 | 557,500 | J. & J. | Jan. '75 5 | | | | |
| Erie Railway.....100 | 78,000,000 | J. & J. | Oct. '73 1 | Rome, Watert. and Ogd.....100 | 2,998,900 | J. & J. | Jan. '75 3d | | | | |
| " " " " pref.....100 | 8,538,910 | J. & J. | Oct. '73 1 | Rutland*.....100 | 2,700,000 | J. & J. | Jan. '75 3d | | | | |
| Erie and Pittsburg*.....50 | 1,090,250 | M.J.S.D. | Dec. '74 1d | " " " " preferred.....100 | 4,300,000 | F. & A. | Feb. '75 3d | | | | |
| Fitchburg.....100 | 4,000,000 | J. & J. | Jan. '75 4 | St. Croix and Penobscot.....100 | 100,000 | J. & J. | July '71 2 | | | | |
| Georgia.....100 | 4,166,000 | J. & J. | Apl. '74 4 | St. L., Alt. & T. Haute.....100 | 2,300,000 | J. & J. | July '71 2 | | | | |
| Great Western, (Ca.).....100 | 19,237,404 | A. & O. | Apl. '74 1d | " " " " pref.....100 | 2,040,000 | J. & J. | July '71 2 | | | | |
| Hannibal & St. Joseph.....100 | 4,151,700 | F. & A. | Aug. '70 3d | St. Louis and Iron Mt.....100 | 10,000,000 | F. & A. | Feb. '74 3 | | | | |
| " " " " pref.....100 | 6,078,224 | Annual | Aug. '70 7 | St. L., Kan. C. & North.....100 | 12,000,000 | J. & J. | Nov. '72 4d | | | | |
| Hanover Branch, (Pa.).....50 | 116,850 | M. & N. | Nov. '74 5 | " " " " pref.....100 | 12,000,000 | J. & J. | Nov. '72 4d | | | | |
| Harlem Extension.....100 | 4,000,000 | J. & J. | Jan. '75 3d | Saratoga and Schenec*.....100 | 300,000 | A. & O. | Oct. '74 3d | | | | |
| Harrisburg & Lancaster*.....50 | 1,182,500 | J. & J. | Jan. '75 3d | Schuykill Valley*.....50 | 678,050 | J. & J. | Jan. '75 2d | | | | |
| Houstonville, pref.....100 | 1,180,000 | J. & J. | Jan. '75 4 | Seaboard and Roanoke.....100 | 1,151,400 | M. & N. | Nov. '70 | | | | |
| Huntingdon & B'd Top.....50 | 880,000 | J. & J. | July '68 3d | Shamokin V. & Pottav*.....50 | 899,450 | F. & A. | Aug. '74 3 | | | | |
| " " " " pref.....50 | 450,750 | J. & J. | July '68 3d | Shore Line*.....100 | 959,800 | J. & J. | Jan. '74 3d | | | | |
| Illinois Central.....100 | 25,289,510 | F. & A. | Feb. '75 4 | South Branch (N. J.)*.....100 | 438,300 | J. & J. | Jan. '72 3 | | | | |
| Indianapolis, Cin. & Laf.....100 | 7,685,497 | M. & S. | Sep. '67 4 | South Carolina.....100 | 5,819,275 | F. & A. | Feb. '72 1 | | | | |
| Iowa Falls & Sioux City*.....100 | 4,825,000 | J. & J. | Jan. '75 0 | St. Western, (Ga.) *.....100 | 3,939,900 | F. & A. | Feb. '73 4 | | | | |
| Jeffersonav. Mad. & Ind.....100 | 2,000,000 | J. & J. | Jan. '75 0 | State Island.....100 | 600,000 | J. & J. | July '67 4 | | | | |
| Joliet and Chicago*.....100 | 1,500,000 | J.A. & O. | Jan. '75 1d | Stony Brook*.....100 | 287,300 | M. & N. | Nov. '74 9 | | | | |
| Joliet & North Indiana*.....100 | 300,000 | J. & J. | Jan. '75 4 | Summit Branch*.....50 | 2,502,250 | F. & A. | Feb. '75 3 | | | | |
| Lake Shore & Mich. So.....100 | 49,466,500 | F. & A. | Feb. '75 3d | Sussex (N. J.).....100 | 317,850 | J. & J. | Jan. '72 2d | | | | |
| " " " " (guar.).....50 | 633,500 | F. & A. | Feb. '75 5 | Syr., Bingham. & N.Y.*.....100 | 1,670,139 | J. & J. | Dec. '73 3 | | | | |
| Lawrence*.....50 | 280,200 | J. & J. | Jan. '72 3 | Taunton Branch.....100 | 500,000 | J. & J. | Jan. '74 5 | | | | |
| Leeds and Farmington*.....100 | 600,000 | J. & J. | | | | | | | | | |

RAILROAD EARNINGS—MONTHLY.

| | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|
| Atlantic & Pacific: | | | | | | | | | | | | | |
| 1873..... | 319,648 | 354,941 | 472,838 | 432,217 | 418,546 | 374,769 | 383,965 | 451,528 | 502,087 | 468,671 | 397,485 | 397,729 | 4,948,672 |
| 1874..... | 341,995 | 323,055 | 396,286 | 398,308 | 423,685 | 404,560 | 395,893 | 459,854 | 498,413 | 539,400 | 406,900 | | |
| Central Pacific: | | | | | | | | | | | | | |
| 1873..... | 592,223 | 571,836 | 875,763 | 949,568 | 1,380,923 | 1,138,273 | 1,272,510 | 1,271,628 | 1,254,689 | 1,285,567 | 1,293,957 | 1,037,992 | 12,734,729 |
| 1873..... | 852,860 | 694,015 | 939,778 | 1,129,469 | 1,373,675 | 1,301,202 | 1,214,551 | 1,251,622 | 1,392,125 | 1,375,470 | 1,228,751 | 1,116,366 | 13,872,632 |
| 1874..... | 848,558 | 804,044 | 882,423 | 1,110,623 | 1,311,699 | 1,366,615 | 1,286,940 | 1,322,557 | 1,371,739 | 1,465,515 | 1,314,000 | 1,253,000 | 14,405,479 |
| 1875..... | 890,000 | 902,000 | 1,192,000 | | | | | | | | | | |
| Chicago and Alton: | | | | | | | | | | | | | |
| 1870..... | 281,109 | 316,037 | 342,897 | 348,039 | 408,686 | 408,659 | 418,709 | 506,681 | 497,519 | 475,608 | 441,197 | 404,264 | 4,849,405 |
| 1871..... | 353,235 | 342,369 | 384,999 | 388,964 | 461,290 | 466,097 | 533,655 | 534,163 | 507,617 | 473,227 | 455,607 | 377,687 | 5,278,910 |
| 1872..... | 371,708 | 332,902 | 373,217 | 379,879 | 409,254 | 419,196 | 488,352 | 559,882 | 497,261 | 540,756 | 431,315 | 352,604 | 5,156,326 |
| 1873..... | 347,372 | 396,307 | 420,893 | 409,472 | 430,184 | 475,819 | 540,342 | 596,708 | 560,858 | 564,633 | 410,907 | 344,046 | 5,497,541 |
| 1874..... | 344,420 | 339,876 | 362,342 | 384,335 | 397,683 | 496,815 | 464,438 | 480,056 | 524,042 | 550,950 | 416,544 | 364,725 | 5,126,228 |
| Chicago and Northwestern: | | | | | | | | | | | | | |
| 1870..... | 706,025 | 753,782 | 858,359 | 929,077 | 1,177,897 | 1,139,284 | 1,034,393 | 1,227,513 | 1,259,282 | 1,306,338 | 1,037,964 | 773,494 | 12,203,408 |
| 1871..... | 655,428 | 602,482 | 774,994 | 787,641 | 1,094,101 | 952,899 | 851,846 | 1,099,337 | 1,281,574 | 1,047,318 | 1,006,235 | 852,422 | 11,008,277 |
| 1872..... | 774,856 | 714,122 | 846,394 | 900,376 | 1,074,779 | 1,070,460 | 1,029,958 | 1,196,700 | 1,303,304 | 1,433,948 | 1,067,387 | 859,780 | 12,272,645 |
| 1873..... | 752,468 | 765,249 | 967,258 | 1,034,023 | 1,256,072 | 1,309,579 | 1,249,445 | 1,316,327 | 1,520,638 | 1,516,583 | 1,075,908 | 1,052,915 | 13,816,465 |
| 1874..... | 1,014,514 | 900,765 | 1,024,061 | 1,080,193 | 1,290,596 | | | | | | | | |
| Chicago, Mil. & St. Paul: | | | | | | | | | | | | | |
| 1869..... | 454,590 | 330,400 | 420,951 | 460,288 | 630,844 | 678,923 | 586,531 | 525,547 | 724,732 | 1,040,103 | 801,195 | 496,566 | 7,250,069 |
| 1870..... | 396,171 | 382,823 | 377,571 | 443,133 | 730,700 | 755,737 | 636,434 | 661,020 | 808,318 | 908,313 | 791,014 | 529,758 | 7,420,421 |
| 1871..... | 396,760 | 327,431 | 400,149 | 483,884 | 662,368 | 658,017 | 481,113 | 506,557 | 815,346 | 841,150 | 644,625 | 473,295 | 6,690,695 |
| 1872..... | 460,986 | 387,565 | 426,223 | 474,188 | 580,432 | 594,769 | 488,348 | 565,729 | 811,961 | 950,945 | 702,838 | 513,787 | 6,957,771 |
| 1873..... | 334,715 | 423,716 | 555,287 | 574,258 | 805,802 | 929,211 | 834,341 | 767,871 | 1,193,210 | 1,012,741 | 771,780 | 843,192 | 9,046,124 |
| 1874..... | 654,400 | 657,500 | 576,620 | 742,050 | 964,800 | 886,900 | 749,200 | 704,300 | | | | | |
| Clev., Col., Cin. & Ind.: | | | | | | | | | | | | | |
| 1869..... | 204,112 | 180,840 | 239,522 | 247,661 | 241,456 | 259,408 | 253,367 | 341,783 | 320,025 | 293,615 | 271,555 | 242,621 | 3,095,965 |
| 1870..... | 203,069 | 226,897 | 244,182 | 246,046 | 260,169 | 274,021 | 249,355 | 319,012 | 317,887 | 339,239 | 319,573 | 284,156 | 3,273,819 |
| 1871..... | 270,204 | 273,751 | 315,149 | 295,460 | 281,491 | 288,775 | 314,850 | 360,759 | 374,671 | 338,723 | 340,625 | 317,773 | 3,765,343 |
| 1872..... | 340,791 | 320,022 | 372,974 | 381,113 | 373,619 | 341,104 | 326,268 | 401,252 | 417,328 | 439,581 | 389,830 | 358,743 | 4,462,625 |
| 1873..... | 363,921 | 413,043 | 448,924 | 413,443 | 436,459 | 411,260 | 393,806 | 465,503 | 466,796 | 423,893 | 327,804 | 322,596 | 4,887,448 |
| 1874..... | 363,053 | 276,099 | 318,976 | 342,247 | 306,778 | 330,754 | 327,384 | 403,175 | 369,334 | 339,445 | 336,748 | 313,423 | 4,027,416 |
| Eric: | | | | | | | | | | | | | |
| 1871..... | 1,055,469 | 971,193 | 1,201,500 | 1,253,955 | 1,443,372 | 1,656,415 | 1,720,078 | 1,864,554 | 1,794,397 | 1,694,651 | 1,483,454 | 1,417,211 | 17,398,327 |
| 1872..... | 1,332,994 | 1,294,076 | 1,460,174 | 1,548,813 | 1,775,324 | 1,463,961 | 1,550,023 | 1,525,243 | 1,643,464 | 1,743,752 | 1,704,374 | 1,392,615 | 18,694,096 |
| 1873..... | 1,326,055 | 1,329,422 | 1,515,382 | 1,541,958 | 1,754,821 | 1,717,593 | 1,784,893 | 1,820,755 | 1,879,763 | 1,825,629 | 1,560,023 | 1,625,129 | 19,631,781 |
| 1874..... | 1,462,650 | 1,273,775 | 1,413,223 | 1,465,550 | 1,687,772 | 1,577,945 | 1,545,379 | 1,546,174 | 1,605,138 | 1,667,995 | | | |
| Illinois Central: | | | | | | | | | | | | | |
| 1871..... | 624,744 | 529,617 | 563,598 | 620,228 | 713,162 | 718,722 | 707,992 | 836,041 | 890,287 | 753,184 | 755,436 | 688,131 | 8,401,142 |
| 1872..... | 637,430 | 531,627 | 575,393 | 559,871 | 648,956 | 659,363 | 609,846 | 783,255 | 744,782 | 881,693 | 696,475 | 698,063 | 8,026,754 |
| 1873..... | 602,241 | 597,429 | 660,759 | 553,912 | 635,459 | 742,600 | 684,840 | 769,748 | 884,485 | 797,121 | 636,039 | 703,692 | 8,268,325 |
| 1874..... | 583,998 | 517,674 | 561,793 | 586,962 | 672,234 | 692,416 | 627,454 | 711,969 | 758,536 | 838,307 | 668,943 | 680,435 | 7,900,721 |
| 1875..... | 551,534 | 458,158 | 586,188 | | | | | | | | | | |
| Kansas Pacific: | | | | | | | | | | | | | |
| 1871..... | 133,673 | 152,264 | 267,411 | 303,915 | 306,944 | 266,086 | 282,723 | 332,555 | 365,446 | 387,999 | 303,305 | 210,197 | 3,321,518 |
| 1872..... | 189,606 | 191,738 | 300,783 | 322,875 | 341,843 | 322,559 | 329,838 | 357,302 | 349,468 | 449,418 | 314,513 | 223,240 | 3,693,183 |
| 1873..... | 150,567 | 194,786 | 300,719 | 352,300 | 332,764 | 312,614 | 323,231 | 328,189 | 333,785 | 392,510 | 265,217 | 201,492 | 3,498,160 |
| 1874..... | 170,349 | 178,429 | 245,774 | 292,143 | 316,647 | 316,379 | 293,247 | | | | | | |
| Lake Shore & Mich. South'n: | | | | | | | | | | | | | |
| 1871..... | 1,082,595 | 1,076,112 | 1,312,617 | 1,217,339 | 1,190,033 | 1,140,916 | 1,130,847 | 1,295,369 | 1,368,948 | 1,402,597 | 1,345,316 | 1,235,285 | 14,797,975 |
| 1872..... | 1,339,389 | 1,294,710 | 1,498,408 | 1,479,945 | 1,479,945 | 1,323,476 | 1,225,708 | 1,459,360 | 1,635,691 | 1,764,788 | 1,558,424 | 1,483,480 | 17,591,629 |
| 1873..... | 1,412,368 | 1,549,285 | 1,735,736 | 1,694,543 | 1,680,968 | 1,585,368 | 1,451,762 | 1,582,531 | 1,776,420 | 1,742,516 | 1,375,556 | 1,546,983 | 19,134,136 |
| 1874..... | 1,519,249 | 1,305,132 | 1,371,545 | 1,593,827 | | | | | | | | | |
| Marietta & Cincinnati: | | | | | | | | | | | | | |
| 1871..... | 130,883 | 126,224 | 140,740 | 118,173 | 119,650 | 115,115 | 118,572 | 137,341 | 166,191 | 175,438 | 172,567 | 169,820 | 1,690,714 |
| 1872..... | 155,982 | 143,995 | 150,946 | 146,816 | 160,819 | 158,425 | 153,364 | 165,800 | 185,838 | 207,876 | 213,299 | 176,656 | 2,029,164 |
| 1873..... | 169,843 | 161,132 | 178,009 | 187,439 | 193,148 | 194,787 | 176,205 | 172,498 | 207,529 | 184,191 | 151,793 | 150,301 | 2,126,875 |
| 1874..... | 171,028 | 144,215 | 161,031 | | | | | | | | | | 2,099,290 |
| Michigan Central: | | | | | | | | | | | | | |
| 1870..... | 337,992 | 329,128 | 384,431 | 412,030 | 406,283 | 363,187 | 326,891 | 378,880 | 467,990 | 511,447 | 453,873 | 387,827 | 4,755,958 |
| 1871..... | 418,755 | 442,665 | 486,980 | 470,703 | 480,847 | 427,096 | 422,015 | 529,890 | 628,660 | 582,082 | 587,434 | 507,050 | 5,940,102 |
| 1872..... | 411,113 | 384,058 | 449,453 | 485,550 | 487,282 | 398,300 | 402,084 | 460,101 | 536,603 | 641,807 | 487,603 | 464,163 | 5,608,117 |
| 1873..... | 379,836 | 404,261 | 567,314 | 556,180 | 542,058 | 480,028 | 457,853 | 452,330 | 617,291 | 537,031 | 506,804 | 552,548 | 6,089,534 |
| 1874..... | 555,709 | 438,037 | 487,871 | 551,932 | 559,284 | | | | | | | | |
| Mo., Kan. & Texas: | | | | | | | | | | | | | |
| 1873..... | 200,639 | 224,393 | 256,719 | 258,871 | 250,935 | 249,343 | 301,318 | 336,823 | 399,939 | 370,710 | 309,028 | 285,603 | 3,444,321 |
| 1874..... | 266,333 | 230,371 | 262,801 | 214,011 | 224,589 | 237,425 | 245,595 | 288,999 | 313,500 | | | | |
| Ohio and Mississippi: | | | | | | | | | | | | | |
| 1872..... | 272,472 | 239,733 | 290,710 | 276,290 | 280,523 | 263,290 | 232,286 | 304,083 | 356,194 | 408,254 | 319,024 | 283,836 | 3,526,695 |
| 1873..... | 283,605 | 291,630 | 333,725 | 338,709 | 307,520 | 290,470 | 271,314 | 300,895 | 379,105 | 322,532 | 265,242 | 264,920 | 3,654,667 |
| 1874..... | 266,039 | 243,167 | 304,842 | 298,665 | 268,807 | 292,546 | 282,640 | 323,963 | 364,374 | 381,021 | 309,597 | 296,013 | |
| 1875..... | 249,250 | 243,624 | | | | | | | | | | | |
| Philadelphia and Reading: | | | | | | | | | | | | | |
| 1871..... | 506,367 | 423,045 | 644,506 | 688,578 | 1,063,002 | 1,510,088 | 1,213,303 | 1,359,633 | 1,418,141 | 1,413,643 | 1,423,278 | 837,080 | 12,500,664 |
| 1872..... | 657,318 | 645,090 | 823,683 | 1,044,251 | 1,116,387 | 1,167,008 | 1,071,407 | 1,142,241 | 1,190,695 | 1,322,847 | 1,127,030 | 891,791 | 12,199,748 |
| 1873..... | 742,041 | 745,100 | 1,258,470 | 1,379,009 | 1,308,450 | 1,382,096 | 1,321,543 | 1,446,247 | 1,547,475 | 1,486,091 | 1,324,348 | 1,049,136 | 14,990,006 |
| 1874..... | 683,128 | 737,381 | 1,190,328 | 1,321,509 | 1,433,450 | 1,373,229 | 895,453 | 1,066,632 | 1,468,807 | 1,857,429 | 1,375,639 | | |
| St. Louis, I. Mt. & South'n: | | | | | | | | | | | | | |
| 1873..... | 145,834 | 152,054 | 224,449 | 207,627 | 254,927 | 216,223 | 200,575 | 223,714 | 244,967 | 238,198 | 209,623 | 221,348 | 2,539,538 |
| 1874..... | 243,915 | 211,409 | 226,28 | | | | | | | | | | |

NATIONAL AND STATE SECURITIES.

| | Amounts outstand- ing. | Rate. | Payable. | Inter- est. | WHEN PAY- ABLE. | Market Price. | | Amounts outstand- ing. | Rate. | Payable. | Inter- est. | WHEN PAY- ABLE. | Market Price. | |
|---|------------------------------|-------|---------------|----------------|-----------------------|------------------|---|------------------------------|-------|---------------|----------------|-----------------------|------------------|--|
| National Securities, Apr. 1, 1875. | | | | | | | | | | | | | | |
| Loan of June 14, 1858.....registered | \$260,000 | 5 | Jan. & July. | 1874 | 121 1/2 | | Maine—(\$7,138,400): | | | | | | | |
| Loan of February 8, 1861.....registered | 13,786,000 | 6 | Jan. & July. | 1880 | 121 1/2 | | .. Civil Loan Bonds, 1856-'61..... | 222,000 | 6 | Various. | "74-'78 | 101 1/2 | | |
| Oregon War Bonds of March 2, 1861.....coupon | 945,000 | 6 | Jan. & July. | 1881 | 122 1/2 | | .. War and Bounty Bonds, 1863 and '64..... | 3,832,500 | 6 | Various. | "80-'89 | 101 1/2 | | |
| Loan of July 17, and Aug. 5, 1861.....registered | 125,857,300 | 6 | Jan. & July. | 1881 | 121 1/2 | | .. War (Municipal Equalization)..... | 5,083,900 | 6 | April & Oct. | 1889 | 103 | | |
| coupon | 63,464,050 | 6 | Jan. & July. | 1881 | 122 1/2 | | Maryland—\$10,741,215: | | | | | | | |
| Loan of Feb. 25, 1862 (5-20s).....registered | 7,805,500 | 6 | May & Nov. | 1882 | 115 | | .. Bonds to R. R. and Canals..... | 5,709,639 | 5 | J. A. J. & O. | 1890 | 80 | | |
| coupon | 95,361,950 | 6 | Jan. & July. | 1882 | 118 1/2 | | .. Bonds to R. R. and Canals..... | 828,222 | 6 | " | " | 1890 | 100 1/2 | |
| Loan of March 3, 1863.....registered | 53,679,300 | 6 | Jan. & July. | 1881 | 121 1/2 | | .. Bonds to Balt. & Susq. R. R..... | 269,000 | 3 | " | " | 1890 | | |
| coupon | 21,320,700 | 6 | May & Nov. | 1884 | 116 | | .. Defense and Bounty Bonds..... | 3,072,083 | 6 | Jan. & July. | 1883 | 107 1/2 | | |
| Loan of March 3, 1864 (5-20s).....registered | 946,600 | 6 | May & Nov. | 1884 | 116 | | .. State Loans, 1870 and 1872..... | 799,056 | 6 | " | " | " | | |
| Loan of June 30, 1864 (5-20s).....registered | 25,333,500 | 6 | Jan. & July. | 1884 | 116 | | Massachusetts—(\$28,477,804): | | | | | | | |
| coupon | 32,712,700 | 6 | Jan. & July. | 1884 | 119 1/2 | | .. State (public works) scrip..... | 750,000 | 5 | Various. | "74-'80 | | | |
| Loan of March 3, 1865 (5-20s).....registered | 33,785,600 | 6 | May & Nov. | 1885 | 116 1/2 | | .. Union Fund Loan, 1861..... | 2,785,000 | 6 | Jan. & July. | "74-'76 | 113 | | |
| coupon | 118,748,750 | 6 | Jan. & July. | 1885 | 116 1/2 | | .. Union Fund Loan, 1862..... | 600,000 | 5 | " | " | " | | |
| 2d series (5-20s).....registered | 57,991,200 | 6 | Jan. & July. | 1885 | 120 1/2 | | .. Coast Defense Loan, 1863..... | 888,000 | 5 | May & Nov. | 1883 | 104 1/2 | | |
| 3d series (5-20s).....registered | 88,486,400 | 6 | Jan. & July. | 1887 | 120 1/2 | | .. Bounty Loan Bonds, 1863 and 1864..... | 8,578,244 | 5 | Mar. & Sept. | "83-'94 | 104 | | |
| 4th series (5-20s).....registered | 14,142,500 | 6 | Jan. & July. | 1888 | 120 1/2 | | .. War Loan (currency)..... | 999,944 | 5 | Apr. & Oct. | "88-'93 | 102 1/2 | | |
| Loan of March 3, 1864, (10-40s).....registered | 141,421,550 | 5 | Mar. & Sept. | 1904 | 114 1/2 | | .. Railroad and Tunnel Bonds..... | 10,305,532 | 5 | Jan. & July. | 1877 | | | |
| Consols of July 14, '70 & Jan. 20, '71.....registered | 201,788,300 | 5 | F. M. A. & N. | 1881 | 115 1/2 | | .. Norwich and Worcester R. R. Bonds..... | 400,000 | 6 | " | " | 1877 | | |
| coupon | 177,638,150 | 4 1/2 | F. M. A. & N. | 1886 | 116 1/2 | | .. B. & Erie R. R. Bonds..... | 3,569,021 | 5 | " | " | 1900 | | |
| Consols registered | | 4 1/2 | F. M. A. & N. | 1886 | 116 1/2 | | Minnesota—(\$250,000): | | | | | | | |
| Consols registered | | 4 1/2 | F. M. A. & N. | 1901 | 120 1/2 | | .. State Buildings Loan 1867 and 1869..... | 250,000 | 7 | Jan. & July. | "77-'79 | | | |
| Debt matured and without interest.....(var.) | 7,973,656 | 3 | ..... | ..... | ..... |  | Missouri—(\$18,747,000): | | | | | | | |
| Navy Pension Fund of July 23, 1868.....(cur.) | 14,000,000 | 4 | ..... | ..... | ..... |  | .. State Bonds, proper, 1865-'68..... | 439,000 | 6 | Jan. & July. | "82-'90 | 99 1/2 | | |
| Certificates of Indebtedness 1870.....(cur.) | 678,000 | 4 | ..... | ..... | ..... |  | .. State (funding) Bonds, 1867-'68..... | 2,727,000 | 6 | " | " | " | | |
| Pacific R. R. Bonds.....(currency) | 64,623,512 | 6 | Jan. & July. | "95-'99 | 120 1/2 | | .. Railroad Loan Bonds, 1854-'66..... | 12,801,000 | 6 | " | " | " | | |
| United States Notes..... | 379,298,882 | nd. | ..... | ..... | ..... |  | .. Railroad Bonds, guaranteed 1856-'66..... | 1,589,000 | 7 | " | " | " | | |
| Fractional Currency..... | 44,343,209 | " | | | | | .. State Institutions Loans..... | 1,301,000 | 6 | " | " | var. | 97 | |
| State Securities, latest dates. | | | | | | | | | | | | | | |
| Alabama—(\$11,258,836): | | | | | | | | | | | | | | |
| .. Bonds (old and extended), 1866 and '72... | 3,220,800 | 5 | May & Nov. | "86-'92 | 27 | | New Hampshire—(\$3,914,165): | | | | | | | |
| .. Bonds (new), 1866, '68 '72 and '73..... | 2,477,700 | 8 | Jan. & July. | "86-'93 | 41 | | .. War Loan Bonds, of 1861..... | 614,000 | 6 | Jan. & July. | "69-'78 | | | |
| .. State Bonds for Railroads..... | 2,300,200 | 8 | " | " | " | | .. War Loan Bonds, of 1864..... | 600,000 | 6 | Mar. & Sept. | "84-'89 | 103 | | |
| .. Railroad endorsements..... | 16,386,000 | 8 | " | " | " | | .. War Loan Bonds, of 1866..... | 494,500 | 6 | Apr. & Oct. | "73-'74 | | | |
| Arkansas—(\$0,885,000): | | | | | | | | | | | | | | |
| .. Funded Bonds, (\$4,400,000) 1869 and 70... | 2,850,000 | 6 | Jan. & July. | "90-'00 | 20 | | New Jersey—(\$2,696,300): | | | | | | | |
| .. Levee Bonds, 1871..... | 2,200,000 | 7 | " | " | " | | .. War Loan Bonds, 1861-'64, tax free..... | 2,690,000 | 6 | Jan. & July. | "74-'02 | 105 1/2 | | |
| .. Deficiency Bonds, 1872..... | 300,000 | 7 | " | " | " | | New York—(\$38,530,406): | | | | | | | |
| .. Railroad Aid Bonds 1869 to '73..... | 5,350,000 | 7 | April & Oct. | "99-'00 | | | .. State Stock of 1827 and 1832..... | 561,500 | 5 | J. A. J. & O. | pleas. | | | |
| California—(\$3,796,500): | | | | | | | | | | | | | | |
| .. Civil Bonds 1857 and '60..... | 1,689,000 | 7 | Jan. & July. | "77-'80 | 112 | | .. State (Deficiency) Stock of 1838..... | 900,000 | 5 | " | " | " | | |
| .. Relief Fund Bonds, 1863..... | 110,000 | 7 | " | " | " | | .. State (Deficiency) Stock of 1838..... | 800,000 | 6 | " | " | " | | |
| .. State Capitol Bonds, 1871 and '7..... | 500,000 | 7 | " | " | " | | .. State (Deficiency) Stock of 1838..... | 348,107 | 5 | " | " | " | | |
| .. Funded Debt of 1873..... | 1,497,500 | 6 | " | " | " | | .. Canal Stock..... | 1,165,420 | 6 | " | " | " | | |
| Connecticut—(\$5,095,900): | | | | | | | | | | | | | | |
| .. War Loan, (10-30 yrs) of July 1, 1861..... | 532,800 | 6 | Jan. & July. | "81 | 107 | | .. Canal Stock..... | 111,200 | 4 | " | " | " | | |
| .. War Loan, (20 yrs) of Jan. 1863 and '64..... | 2,232,500 | 6 | " | " | " | | .. Canal Stock..... | 10,155,280 | 6 | " | " | " | | |
| .. War Loan, (10-30 yrs) of Oct. 1, 1864..... | 589,500 | 6 | April & Oct. | "84-'85 | | | .. Bounty Loan registered..... | 19,861,000 | 7 | Jan. & July. | 1877 | 110 | | |
| .. War Loan, (20 yrs) tax free, of Oct. 1, '64..... | 1,741,100 | 6 | " | " | " | | .. Bounty Loan coupon..... | 1,200,000 | 7 | " | " | 1877 | 106 1/2 | |
| Delaware—(\$1,231,000): | | | | | | | | | | | | | | |
| .. State War Debt..... | 879,000 | 6 | Jan. & July. | 1885 | | | North Carolina—(\$29,547,045): | | | | | | | |
| .. Railroad Aid (J. and Breakwater R. R.)..... | 352,000 | 6 | " | " | " | | .. Old or Ante-War Debt..... | 4,738,800 | 6 | Jan. & July. | "72-'92 | 20 1/2 | | |
| District of Columbia—(\$4,790,000): | | | | | | | | | | | | | | |
| .. Improvement (gold) bonds..... | 4,000,000 | 6 | Jan. & July. | 1902 | | | .. Bonds issued since the war..... | 3,639,400 | 6 | Apr. & Oct. | "72-'92 | 20 1/2 | | |
| .. Improvement (cur.) bonds..... | 790,000 | 7 | " | " | " | | .. Bonds issued since the war..... | 3,009,045 | 6 | Jan. & July. | "92-'98 | 20 1/2 | | |
| Florida—(\$6,645,763): | | | | | | | | | | | | | | |
| .. Bonds of 1871, and 1873..... | 957,000 | 7 | Jan. & July. | var. | | | .. Bonds issued since the war..... | 1,859,000 | 6 | Apr. & Oct. | "92-'98 | 14 1/2 | | |
| .. Railroad Loan (gold) of 1870..... | 4,000,000 | 8 | " | " | " | | .. Bonds issued for funding..... | 2,417,400 | 6 | Jan. & July. | "78-'00 | 16 | | |
| .. Consolidated (gold) Bonds of 1873..... | 1,000,000 | 6 | " | " | " | | .. Bonds issued for funding..... | 1,721,400 | 6 | Apr. & Oct. | "78-'00 | 14 1/2 | | |
| Georgia—(\$14,871,084): | | | | | | | | | | | | | | |
| .. Bonds for Western & Atlantic R. R..... | 784,700 | 6 | May & Nov. | 1874 | 86 | | .. Special Tax Bonds..... | 11,407,000 | 6 | " | " | " | | |
| .. Bonds for Western & Atlantic R. R..... | 172,500 | 7 | " | " | " | | Ohio—(\$8,211,062): | | | | | | | |
| .. Bonds for Atlantic and Gulf R. R..... | 800,000 | 6 | Feb. & Aug. | "78-'86 | | | .. Loan of 1860, sinking fund..... | 147,180 | 6 | Jan. & July. | 1870 | | | |
| .. Bonds of March 12, 1866..... | 3,900,000 | 7 | Jan. & July. | 1886 | 96 | | .. Loan of 1850, sinking fund..... | 1,585,900 | 6 | " | " | " | | |
| .. Bonds (gold) of Sept. 1870..... | 2,098,000 | 7 | April & Oct. | 1890 | 88 | | .. Loan of 1860, sinking fund..... | 4,074,817 | 6 | " | " | " | | |
| .. Bonds of Feb. 19, 1873..... | 1,200,000 | 8 | " | " | " | | .. Loan of 1856, sinking fund..... | 2,400,000 | 6 | " | " | " | | |
| .. Railroad endorsements..... | 7,923,000 | var. | Various. | var. | 84 | | Oregon—(\$290,477): | | | | | | | |
| Illinois—(\$2,060,150): | | | | | | | | | | | | | | |
| .. New Internal Improvement Bonds, 1847..... | 962,445 | 6 | Jan. & July. | 1878 | | | .. Bounty and Relief Bonds..... | 90,477 | 7 | Jan. & July. | "74-'84 | 113 | | |
| .. Refunded Stock Bonds, 1869..... | 320,000 | 6 | " | " | " | | .. Willamette Canal Bonds..... | 200,000 | 7 | " | " | 1890 | | |
| .. War Loan Bonds, 1861..... | 367,000 | 6 | " | " | " | | Pennsylvania—(\$24,999,785): | | | | | | | |
| .. Chicago Relief Bonds 1871..... | 250,000 | 6 | " | " | " | | .. Inclined Plane Loan, of 1849..... | 400,000 | 6 | Apr. & Oct. | 1879 | | | |
| Indiana—(\$4,898,815): | | | | | | | | | | | | | | |
| .. War Loan Bonds, of 1863..... | 139,000 | 6 | May & Nov. | 1866 | | | .. Loan of April 1852, reg. and coup..... | 483,000 | 5 | Jan. & July. | 1882 | | | |
| .. Temporary Loan Bonds, 1873..... | 710,000 | 7 | Jan. & July. | "75-'76 | | | .. Loan of May 1852, reg. and coup..... | 2,637,500 | 5 | Feb. & Aug. | 1877 | | | |
| Iowa—(\$543,050): | | | | | | | | | | | | | | |
| .. War and Defense Fund Bonds, 1861..... | 300,000 | 7 | Jan. & July. | | | | .. Loan of April 1853, coupon..... | 238,000 | 5 | " | " | 1878 | | |
| Kansas—(\$1,336,675): | | | | | | | | | | | | | | |
| .. State Bonds (various) 1863 to 1864..... | 101,175 | 6 | Jan. & July. | "83-'84 | | | .. Loan of April 1861, registered..... | 35,000 | 6 | " | " | 1878 | | |
| .. State Bonds (various) 1861 to 1869..... | 1,235,500 | 7 | " | " | " | | .. Loan of Feb. 1867, reg. and coup..... | 907,200 | 5 | " | " | " | | |
| Louisiana—(\$22,308,800): | | | | | | | | | | | | | | |
| .. State Bonds, to R. R. Companies..... | 2,436,000 | 6 | Various. | "70-'06 | 33 | | .. Loan of Feb. 1867, reg. and coup..... | 18,798,950 | 6 | " | " | " | | |
| .. Relief (Treasury) Bonds 1853..... | 5,750,000 | 6 | May & Nov. | "86-'07 | | | .. Chambersburg certificates, registered..... | 83,032 | 6 | June & Dec. | "78-'80 | | | |
| .. Levee Bonds 1865..... | 1,000,000 | 8 | Various. | 1886 | | | .. Loans of April 1872..... | 500,000 | 6 | Apr. & Oct. | 1876 | | | |
| .. Levee Bonds, 1867..... | 4,000,000 | 6 | May & Nov. | 1907 | | | Rhode Island—(\$2,638,500): | | | | | | | |
| .. Past due coupons 1865..... | 978,800 | 6 | Jan. & July. | "86-'97 | 24 | | .. War Bonds of 1862..... | 1,019,000 | 6 | Mar. & Sept. | 1882 | 103 1/2 | | |
| .. Levee Bonds, 1870..... | 2,960,000 | 8 | Mar. & Sept. | 1875 | | | of 1863..... | 206,000 | 6 | Apr. & Oct. | 1883 | 103 1/2 | | |
| .. Funded Floating Debt 1870..... | 2,950,000 | 6 | May & Nov. | 1910 | | | of 1863..... | 668,000 | 6 | Jan. & July. | 1893 | | | |
| .. State Penitentiary Bonds, 1869..... | 500,000 | 7 | Mar. & Sept. | 1869 | 33 | | of 1864..... | 746,000 | 6 | Feb. & Aug. | 1894 | | | |
| .. Bonds for Railroad stocks (var.)..... | 2,436,000 | 8 | Various. | "75-'86 | | | South Carolina—(\$20,650,235): | | | | | | | |
| .. Bonds for Railroads (var.)..... | 5,202,000 | 8 | Various. | "99-'10 | | | .. State House, Stock and Bonds '56-'63..... | 953,488 | 6 | Jan. & July. | pleas. | 31 1/2 | | |
| .. Miss. & Mex. Gulf Ship Canal Bonds..... | 480,000 | 7.3 | Mar. & Sept. | 1889 | | | .. Fire Loan Stock of 1838..... | 303,344 | 6 | J. A. J. & O. | 1870 | | | |
| Michigan—(\$1,622,134): | | | | | | | | | | | | | | |
| .. Sault Ste Marie Canal Bonds..... | 61,000 | 6 | Jan. & July. | 1879 | 103 | | .. Funding Stocks 1866 and 1869..... | 143,114 | 6 | Jan. & July. | "77-'90 | | | |
| .. Renewal Loan Bonds, 1858..... | 105,000 | 6 | " | " | " | | .. Fire Loan Bonds of 1838..... | 481,944 | 5 | " | " | 1868 | | |
| .. Two Million Loan, 1863..... | 1,032,000 | 6 | " | " | " | | .. New State House Bonds 1853-'66..... | 298,000 | 6 | " | " | " | | |
| .. War Bounty Bonds, 1865..... | 366,000 | 7 | May & Nov. | 1890 | 106 | | .. Blue Ridge R. R. Bonds 1854..... | 966,000 | 6 | " | " | " | | |
| | | | | | | | .. Funding Bonds, 1868..... | 930,000 | 6 | " | " | " | | |
| | | | | | | | 1869..... | 1,681,000 | 6 | Apr. & Oct. | 1888 | | | |
| | | | | | | | 1869..... | 1,189,400 | 6 | Jan. & July. | 1888 | 31 1/2 | | |
| | | | | | | | 1869..... | 2,630,000 | 7 | " | " | " | | |
| | | | | | | | .. Conversion Bonds 1869..... | 7,666,500 | 6 | " | " | " | | |
| | | | | | | | 1870..... | 343,000 | 6 | Apr. & Oct. | 1889 | 31 | | |
| | | | | | | | .. Railroad Aid Bonds..... | 4,797,008 | 6 | Various. | "69-'89 | | | |
| | | | | | | | Tennessee—(\$20,966,582): | | | | | | | |
| | | | | | | | .. Railroad, &c., Bonds..... | 15,767,922 | 6 | Jan. & July. | "92-'00 | 68 | | |
| | | | | | | | .. State Bonds (direct)..... | 4,819,544 | 6 | Apr. & Oct. | "69-'99 | | | |
| | | | | | | | .. State Endorsements..... | 2,197,000 | 6 | Jan. & July. | 1900 | | | |
| | | | | | | | .. Funded Interest Bonds..... | 4,598,035 | 6 | " | " | 1914 | 67 1/2 | |
| | | | | | | | Texas—(\$3,716,979): | | | | | | | |
| | | | | | | | .. Frontier Protection (gold Bonds, 1 | | | | | | | |

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|------------|-------|-------------------|----------------|------|--------|--|------------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Adirondack: | \$ | | | | | | Blue Ridge, (S. Car.): | \$ | | | | | |
| 1st Mortgage..... | 940,000 | 7 | Jan. & July. | New York. | 1886 | .... | 1st Mort., guar. by State (gold)... | 4,000,000 | 7* | Jan. & July. | Charleston. | 1898 | .... |
| Alabama and Chattanooga: | | | | | | | Boston and Albany: | | | | | | |
| 1st Mortgage, guar. by Ala..... | 5,200,000 | 8* | Jan. & July. | New York. | 1889 | .... | Albany loans (Alb. & W. Stkbg.).. | 103,000 | 6 | Jan. & July. | Boston. | 1876 | .... |
| 2d Mortgage..... | 2,673,000 | 8 | " | " | 1889 | .... | Dollar Bonds (Western R. R.).. | 666,000 | 6 | April & Oct. | " | 1875 | 99 |
| Receiver's Bonds..... | 1,200,000 | 7 | " | " | .... | .... | Currency bonds of Feb. 1, 1872.. | 4,790,000 | 7 | Feb. and Aug. | " | 1892 | 108 |
| Alabama and Georgia: | | | | | | | Boston, Clinton and Fitchburg: | | | | | | |
| 1st Mortgage, guar. by Ala. & Ga. | 16,000pm | 8 | Jan. & July. | New York. | 1891 | .... | 1st Mortgage (Agricultural Br.).. | 400,000 | 6 | Jan. & July. | Boston. | 1884 | 86 |
| Alabama Central: | | | | | | | 1st Mortgage (Equalization).... | 248,000 | 7 | " | " | 1889 | .... |
| 1st Mortgage..... | 1,800,000 | 8 | Jan. & July. | New York. | 1901 | .... | 1st Mortgage (Consolidation)... | 168,000 | 7 | " | " | 1890 | 91 |
| Albany and Susquehanna: | | | | | | | Equipment Mortgage..... | 350,000 | 8 | Apr. and Oct. | " | 1881 | 93 |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1888 | 11c | Boston, Concord and Montreal: | | | | | | |
| 2d Mortgage..... | 2,000,000 | 7 | April & Oct. | " | 1885 | 102 | Sinking Fund Mortgage..... | 543,000 | 6 | Jan. and July. | Boston. | 1889 | .... |
| 3d Mortgage..... | 434,000 | 7 | May & Nov. | " | 1881 | 106 | 1st Mortgage (224 m.) convertible | 238,700 | 6 | " | N. Y. & Bost. | 1875 | .... |
| Albany Loan..... | 933,000 | 6 | " | " | 1885 | .... | Consol. Mortgage for \$2,000,000. | 996,400 | 7 | Apr. and Oct. | Boston. | 1893 | 103 |
| Alexandra and Fredericksburg: | | | | | | | Boston, Hartford and Erie: | | | | | | |
| 1st Mortgage..... | 1,000,000 | 7 | June & Dec. | Philadelphia. | 1892 | .... | 1st Mortgage (old)..... | 600,000 | 7 | Mar. and Sept. | Boston. | 1884 | .... |
| Allegheny Valley: | | | | | | | 1st Mortgage (Berdell)..... | 15,000,000 | 7 | Jan. and July. | New York. | 1900 | 24 |
| General Mortgage..... | 3,916,000 | 7.3 | Jan. & July. | New York. | 1896 | 94 | 1st Mortgage, guar. by Erie..... | 5,000,000 | 7 | " | " | 1900 | 29 |
| Special Mortgage to Penn..... | 3,500,000 | 6 | January. | Harrisburg. | .... | .... | Mass. L. (sec'd by \$4,000,000 Ber.) | 3,600,000 | 7* | " | Boston. | 1899 | .... |
| 1st M., E. Ext., guar. by Pa. R.R. | 6,000,000 | 7 | April & Oct. | Phil. or Lond. | 1900 | 85 | Boston and Lowell: | | | | | | |
| Funding Income Bonds (guar.) | 5,000,000 | 7* | " | " | 1894 | .... | Bonds..... | 200,000 | 6 | Apr. and Oct. | Boston. | 1879 | .... |
| American Central: | | | | | | | Bonds of 1872 for \$1,000,000.... | 999,500 | 7 | " | " | 1892 | 107 |
| 1st Mort., guar. by C., B. & Q. | 686,000 | 8 | Jan. & July. | New York. | 1878 | .... | Boston and Maine: | | | | | | |
| Andrews and Ogden: | | | | | | | Bonds of 1893 (coup. and reg.).. | 2,834,500 | 7 | Jan. and July. | Boston. | 1893 | 108 |
| 1st Mortgage (Bath Loan)..... | 425,000 | 6 | Jan. & July. | Bath, Me. | 1891 | .... | Boston and Providence: | | | | | | |
| Arkansas Central (narrow gauge): | | | | | | | Bonds to purchase P. W. & B. R. D. | 500,000 | 7 | Jan. and July. | Boston. | 1893 | 108 |
| 1st Mortgage..... | 1,200,000 | 7* | Jan. & July. | Lond. or Ama. | 1891 | .... | Brunswick and Albany: | | | | | | |
| Ashland, Youngstown & Pitts.: | | | | | | | 1st Mort. (gold) end. by G. tax fr. | 3,430,000 | 6* | Apr. and Oct. | New York. | 1908 | .... |
| 1st Mortgage..... | 1,500,000 | 7* | April & Oct. | New York. | 1901 | .... | 2d Mort. sinking fund gold..... | 2,350,000 | 7* | " | " | 1893 | .... |
| 2d Mortgage, Income..... | 400,000 | 7 | Jan. and July. | Pittsburgh. | 1904 | .... | Buffalo, Bradford and Pittsburg: | | | | | | |
| Atchison and Nebraska: | | | | | | | General Mortgage..... | 580,000 | 7 | Jan. & July. | New York. | 1896 | .... |
| 1st Mortgage..... | 3,750,000 | 8 | March & Sept. | Boston. | 1896 | .... | Buffalo, Corry and Pittsburg: | | | | | | |
| Atchison, Topeka and Santa Fe: | | | | | | | 1st Mortgage..... | 700,000 | 7 | Jan. and July. | New York. | 1886 | .... |
| 1st Mortgage (gold)..... | 7,042,500 | 7* | Jan. & July. | New York. | 1899 | 70 | Buffalo and Erie: | | | | | | |
| Land Grant Mortgage (gold).... | 3,521,000 | 7* | April & Oct. | Boston. | 1900 | 69 | Mort. bonds (ass'd by LS & MS) | 200,000 | 7 | Jan. and July. | New York. | 1882 | .... |
| 1st Mort. (Wichita Branch) guar. | 412,000 | 7* | Jan. & July. | " | 1902 | .... | Mort. bonds (" ") | 300,000 | 7 | March & Sept. | " | 1886 | .... |
| Consolidated Mortgage (gold)... | 976,000 | 7* | April & Oct. | N. Y. or Bost. | 1903 | 36 | Mort. bonds (" ") | 3,000,000 | 7 | Apr. and Oct. | " | 1898 | 104 |
| Atlanta and Richmond Air Line: | | | | | | | Buffalo, New York and Erie: | | | | | | |
| 1st Mortgage (guar. by Georgia). | 4,248,000 | 8 | Jan. & July. | New York. | 1900 | 64 | 1st Mortgage (assumed by Erie) | 2,000,000 | 7 | June & Dec. | New York. | 1877 | 86 |
| Atlantic and Great Western: | | | | | | | Buffalo, New York & Phila.: | | | | | | |
| 1st Mortgage (gold)..... | 14,922,200 | 7* | Jan. & July. | N. Y. or Lond. | 1902 | .... | 1st Mortgage..... | 2,296,000 | 6 | Jan. & July. | New York. | 1896 | .... |
| 2d Mortgage (gold)..... | 10,173,679 | 7* | March & Sept. | " | 1902 | .... | 2d Mortgage for \$1,000,000.... | 281,500 | 10 | " | " | 1893 | .... |
| 3d Mortgage (gold) Income..... | 28,783,000 | 7* | May & Nov. | " | 1902 | .... | Burlington, Cedar Rapids & Minn.: | | | | | | |
| Atlantic and Gulf: | | | | | | | 1st Mortgage, etc., skg. fund... | 5,470,000 | 7* | May & Nov. | N. Y. & Lond. | 1919 | 47 |
| Consolidated 1st Mortgage..... | 2,310,200 | 7 | Jan. & July. | New York. | 1887 | .... | 1st Mort., (gold) Mil. Div..... | 2,200,000 | 7* | Feb. and Aug. | " | 1902 | .... |
| 1st Mortgage (S. Ga. & Fla. R.R.) | 484,000 | 7 | May & Nov. | " | 1888 | .... | Burlington and Missouri River: | | | | | | |
| 2d Mortgage (S. Ga. & Fla. R.R.) | 200,000 | 7 | " | " | 1889 | .... | Land and R. R. Mortgage..... | 4,898,350 | 7 | April & Oct. | N. Y. & Bost. | 1893 | 103 |
| Atlantic and Lake Erie: | | | | | | | Stock Bonds pref. 3d lien..... | 591,000 | 7 | Jan. & July. | Boston. | 1875 | 103 |
| 1st Mort. (gold) for \$5,000,000. | ..... | 7* | Jan. & July. | New York. | 1901 | .... | Stock Bonds pref. 3d lien..... | 441,000 | 8 | " | " | 1878 | .... |
| Atlantic, Miss. and Ohio (423 m.): | | | | | | | Stock (common) Bonds..... | 340,000 | 8 | April & Oct. | N. Y. & Bost. | 1879 | 106 |
| 1st Mortgage for \$15,000,000.... | 5,470,000 | 7* | April & Oct. | New York. | 1901 | .... | Stock (common) Bonds..... | 333,000 | 8 | Jan. & July. | " | 1894 | 106 |
| 2d Mortgage to State (no int. till '80). | 4,000,000 | ..... | " | " | .... | .... | Stock (common) Bonds..... | 417,000 | 8 | " | " | 1889 | .... |
| Atlantic and Pacific: | | | | | | | Burlington and Mo. Riv. in Neb.: | | | | | | |
| Land Mortgage gold bonds..... | 2,829,000 | 6* | Jan. & July. | New York. | 1888 | .... | 1st Mortgage convertible..... | 5,715,000 | 8 | Jan. & July. | N. Y. & Bost. | 1894 | 100 |
| 2d Mortgage for \$3,000,000 (gold) | 2,015,500 | 6* | May & Nov. | " | 1891 | .... | Bonds convertible until 1892... | 600,000 | 8 | " | Boston. | 1883 | 94 |
| 1st Mort. (So. Pac. R. R.) assumed | 1,188,500 | 6* | Jan. & July. | " | 1888 | .... | Burlington and Southwestern: | | | | | | |
| 1st Mort. (Central Div.) gold.... | 1,190,000 | 6* | May & Nov. | " | 1891 | .... | 1st Mortgage (\$20.00 per mile). | 1,800,000 | 8 | May & Nov. | Boston. | 1896 | .... |
| Equipment Bonds..... | 733,000 | 10 | June & Dec. | " | 1883 | .... | Cairo and Fulton (Arkansas): | | | | | | |
| Income Bonds (for funding).... | 529,600 | 6* | " | " | 1883 | .... | 1st Mort. (R. R. and lands) S. F. | 8,000,000 | 7* | Jan. & July. | New York. | 1891 | .... |
| Land Debentures..... | 600,000 | 10 | J. A. J. & O. | " | 1884 | .... | Cairo and St. Louis (3 ft. gauge): | | | | | | |
| Atlantic and St. Lawrence: | | | | | | | 1st Mortgage..... | 2,250,000 | 7 | April & Oct. | New York. | 1901 | .... |
| Sterling bonds (not Mort.) of 1853. | ..... | 6* | May & Nov. | London | 1878 | .... | Cairo and Vincennes: | | | | | | |
| 2d Mortgage (sterling) of 1864.... | 1,500,000 | 6* | April & Oct. | " | 1884 | .... | 1st Mortgage, gold..... | 3,500,000 | 7* | April & Oct. | N. Y. & Lond. | 1909 | .... |
| 3d Mortgage (sterling) of 1871.... | 713,000 | 6* | May & Nov. | " | 1891 | .... | 2d Mortgage..... | 1,500,000 | 7* | Jan. & July. | " | 1898 | .... |
| Portland City Bonds, 1st M., s. f. | 787,000 | 6 | " | Portland. | 1889 | .... | California and Oregon (Cen. Pac.): | | | | | | |
| Avon, Genesee & Mt. Morris (Erie): | | | | | | | 1st Mortgage (gold)..... | 6,000,000 | 6* | Jan. & July. | New York. | 1890-91 | .... |
| 1st Mortgage..... | 20,000 | 7 | Jan. & July. | New York. | 1883 | .... | California Pacific: | | | | | | |
| Bald Eagle Valley: | | | | | | | 1st Mortgage, sinking fund.... | 2,250,000 | 7* | Jan. & July. | New York. | 1899 | .... |
| 1st Mortgage..... | 354,000 | 6 | Jan. & July. | Philadelphia. | 1881 | .... | 2d Mortgage (end. by Cen. Pac.) | 1,600,000 | 6* | June & Dec. | " | .... | .... |
| 2d Mortgage..... | 100,000 | 7 | " | " | 1884 | .... | Camden and Amboy: | | | | | | |
| Baltimore and Ohio: | | | | | | | Loan of 1875 (Joint Companies) | 675,000 | 6* | April & Oct. | Philadelphia. | 1875 | 101 |
| Loan of 1855 '75..... | 839,250 | 6 | Jan. & July. | Baltimore. | 1875 | 101 | Loan of 1883..... | 1,700,000 | 6 | Feb. & Aug. | " | 1883 | 97 |
| Loan of 1850 '80..... | 579,500 | 6 | " | " | 1880 | 103 | Loan of 1889..... | 866,000 | 6 | June & Dec. | Princeton. | 1889 | 96 |
| Loan of 1853 '85..... | 1,710,500 | 6 | April & Oct. | " | 1885 | 100 | Mortgage Loan of 1889..... | 5,000,000 | 6 | May & Nov. | Philadelphia. | 1889 | 104 |
| Loan of 1855 '90 (Balt.) skg. fd. | 3,352,246 | 6 | Jan. & July. | " | 1890 | .... | Sterling Loan, S. F. (£222,000). | 1,286,980 | 6* | Feb. & Aug. | London. | 1880 | .... |
| Loan of 1870 '95 (etc.) skg. fd. | 3,525,456 | 6* | March & Sept. | London. | 1895 | .... | Camden and Atlantic: | | | | | | |
| Loan of 1872-1902 (etc.) S. F.... | 9,374,112 | 6* | " | " | 1902 | .... | 1st Mortgage..... | 490,000 | 7* | Jan. & July. | Philadelphia. | 1893 | 106 |
| 3d Mort. (N. W. Va. R. R.) assumed | 140,000 | 6 | Jan. & July. | Baltimore. | 1885 | 100 | 2d Mortgage of 1854..... | 500,000 | 7 | April & Oct. | " | 1879 | 101 |
| Baltimore and Potomac: | | | | | | | Camden and Burlington County: | | | | | | |
| 1st Mort. (Tunnel) gold guar.... | 1,500,000 | 6* | Jan. & July. | Baltimore. | 1911 | .... | Consolidated 1st Mortgage..... | 350,000 | 6 | Feb. & Aug. | Philadelphia. | 1897 | 91 |
| 1st Mortgage (R. R.) gold guar.. | 3,000,000 | 6* | April & Oct. | " | 1911 | .... | Canada Southern: | | | | | | |
| Bangor and Piscataquis: | | | | | | | 1st Mort. (skg. fd.) d for \$9,000,000 | 9,000,000 | 7* | Jan. & July. | New York. | 1906 | 51 |
| 1st Mortgage (Bangor loan)..... | 600,000 | 6 | April & Oct. | Boston. | 1899 | .... | Cape Girardeau and State Line: | | | | | | |
| 1st Mort. (Bangor loan) extens'n | 120,000 | 7 | " | " | 1901 | .... | 1st Mortgage (gold)..... | 1,000,000 | 7 | Jan. & July. | Cape Gir'deau | 1891 | .... |
| Bay City and East Saginaw: | | | | | | | Cape May and Millville: | | | | | | |
| 1st Mort. guar. by F. & P. M. R. Co. | 100,000 | 10 | Jan. & July. | Detroit. | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---------------------------------------|------------|-------|-------------------|----------------|---------|---------|--|-------------|-------|-------------------|------------|------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Cedar Rapids & Mo. Riv. (C. & N.W.): | \$ | | | | | | Chicago and Milwaukee Railway: | \$ | | | | | |
| 1st Mortgage, 1st Div. \$10,000 p.m. | 700,000 | 7 | Feb. & Aug. | New York. | 1891 | .... | 1st Mort., guar. by C. and N.W. | 1,642,000 | 7 | Jan. & July. | New York. | 1898 | 95 |
| 1st Mortgage 2d Div. \$10,000 p.m. | 582,000 | 7 | " | " | 1894 | .... | Chicago and Mich. Lake Shore: | | | | | | |
| 1st Mortgage 3d Div. \$16,000 p. m. | 2,400,000 | 7 | May & Nov. | " | 1915 | 87 1/2 | 1st Mortgage..... | 477,000 | 8 | March & Sept. | New York. | 1889 | .... |
| Central Branch Union Pacific: | | | | | | | 1st Mortgage..... | 2,500,000 | 8 | Jan. & July. | Boston. | 1890 | .... |
| 1st Mort. (Atch. & Pike's Peak). | 1,600,000 | 6* | May & Nov. | New York. | 1895 | .... | 1st Mortgage..... | 1,350,000 | 8 | May & Nov. | " | 1891 | .... |
| 2d Mortgage Govern'm't ac. aidy. | 1,600,000 | 6 | Jan. & July. | " | 1895 | .... | 1st Mortgage (on Branch)..... | 1,325,000 | 8 | March & Sept. | " | 1892 | .... |
| Central of Georgia: | | | | | | | Chicago, Milwaukee and St. Paul: | | | | | | |
| 1st Mortgage..... | 993,000 | 7 | March & Sept. | New York. | 1875 | .... | 1st Mort. (Mil. and St. Paul R'y) | 5,527,000 | 7 | Jan. & July. | New York. | 1893 | .... |
| General Mort. for \$5,000,000..... | 1,672,000 | 7 | Jan. & July. | N.Y. & Savan. | 1893 | .... | 2d Mort. (") | 1,191,000 | 7 | April & Oct. | " | 1884 | 77 |
| Macon & West. (Atlanta D.) b'ds | 150,000 | 7 | April & Oct. | Savannah. | 1880 | .... | 1st Mort. (Chic. and Mil. Div.) | 2,500,000 | 7 | Jan. & July. | " | 1890 | 80 |
| Central of Iowa: | | | | | | | 1st Mort. (East. Div. Palmer.) | 781,500 | 8 | May & Nov. | " | 1874 | .... |
| 1st Mortgage, gold, \$16,000 p.m. | 3,700,000 | 7* | Jan. & July. | New York. | 1899 | .... | 1st Mort. (Iowa and Minn. Div.) | 3,810,000 | 7 | Jan. & July. | " | 1897 | 75 1/2 |
| 2d Mortgage, gold, \$4,000 p. m. | 925,000 | 7* | April & Oct. | " | 1901 | .... | 1st Mort. (Minnesota Central.) | 190,000 | 7 | " | " | 1870 | .... |
| Central of New Jersey: | | | | | | | 1st Mort. (St. Paul Division.) | 4,000,000 | 7 1/2 | " | " | 1902 | 84 |
| Convertible bonds of 1872..... | 4,770,700 | 7 | May & Nov. | New York. | 1902 | 108 1/2 | 1st Mort. (Iowa and Dak. Div.) | 1,005,000 | 7 | " | " | 1870 | 76 |
| 1st Mort. (New) for \$5,000,000..... | 5,000,000 | 7 | Feb. & Aug. | " | 1890 | 115 | 1st Mort. (Prairie du Chien Div.) | 3,674,000 | 8 | Feb. & Aug. | " | 1898 | 107 1/2 |
| Newark Branch Bonds..... | 600,000 | 7 | Jan. & July. | " | 1887 | .... | 2d Mort. (") | 1,315,000 | 7 1/2 | " | " | 1898 | 90 |
| Loan of Lehigh & Nav. Co. (ass'd) | 2,310,000 | 6 | J. A. J. & O. | Philadelphia. | 1897 | .... | 1st Mort. (Illa. and Iowa Div.) | 37,000 | 7 | Jan. & July. | " | 1894 | 76 |
| Consol. Mort. for \$25,000,000..... | 6,063,900 | 7 | " | New York. | 1899 | 105 1/2 | 1st Mort. (Hast. and Dak. Div.) | 1,250,000 | 7 | " | " | 1893 | .... |
| Central Ohio (B. and O.): | | | | | | | Income bonds (Mil. and St. Paul) | 20,000 | 7 | April & Oct. | " | 1873 | .... |
| 1st Mortgage guaranteed..... | 2,500,000 | 6 | March & Sept. | Baltimore. | 1890 | 56 | Milwaukee City Loan..... | 230,500 | 7 | March & Sept. | " | 1891 | .... |
| Central Pacific of California: | | | | | | | 1st Mort. (Mil. and Western)... | 234,000 | 7 | Jan. & July. | " | 1883 | .... |
| 1st Mort., 30 years bonds, (gold). | 25,883,000 | 6* | Jan. & July. | New York. | 1895-99 | 99 1/2 | Real Estate Purchase..... | 148,500 | 7 | " | " | 1883 | .... |
| Convertible 20 years bonds, gold | 1,433,000 | 7* | " | " | 1883 | 100 1/2 | Equipment and Bridge Bonds... | 245,000 | 10 | June & Dec. | " | 1883 | .... |
| State Aid B'ds (Int. by State) gold | 1,500,000 | 7* | " | Sacramento. | 1884 | 105 | Consol. Mort. for \$35,000,000..... | 2,000,000 | 7 | Jan. & July. | " | 1904 | 74 |
| 2d Mort. (Govern'm't Subsidy). | 27,556,680 | 6 | " | U.S. Treasury. | 1895-99 | 99 1/2 | Chicago and Northwestern: | | | | | | |
| 1st Mort. (Western Pacific) gold | 2,735,000 | 6* | " | New York. | 1899 | 96 1/2 | Preferred sinking fund (193 m.) | 1,242,700 | 7 | Feb. & Aug. | New York. | 1885 | 103 |
| 1st Mort. (Calif. & Oregon) gold | 7,497,000 | 6* | " | " | 1892 | 85 1/2 | General 1st Mortgage (193 m.) .. | 3,588,000 | 7 | " | " | 1885 | 98 1/2 |
| 1st Mort. (S. Fr. Okla. & Ala.)... | 500,000 | 8* | " | San Francisco | 1890 | .... | Funded coupons (193 m.) | 743,300 | 7 | May & Nov. | " | 1883 | 101 1/2 |
| 1st Mort. (San Joaquin V.D.) gold | 6,050,000 | 6* | April & Oct. | New York. | 1900 | 86 1/2 | Appleton Ext. (23 m. & 76,000 ac.) | 147,000 | 7 | Feb. & Aug. | " | 1885 | .... |
| Land bonds (Cen. Pac. Co.) gold | 9,153,000 | 6* | " | " | 1900 | .... | Green Bay Ext. (26m & 76,000 a.) | 282,000 | 7 | " | " | 1885 | .... |
| Central Vermont: | | | | | | | 1st Mort. (Gal. & Chi. U.) 248 m. | 1,693,000 | 7 | " | " | 1882 | 104 1/2 |
| 1st Mort., Consol. (Vt. Central). | 3,000,000 | 7 | May & Nov. | Boston. | 1886 | 20 | 2d Mort. (Gal. & Chi. U.) 248 m. | 854,000 | 7 | May & Nov. | " | 1875 | 102 1/2 |
| 2d Mort., Consol. (") | 1,500,000 | 7 | June & Dec. | " | 1891 | 6 | Elgin and State Line..... | 128,000 | 6 | Jan. & July. | " | 1878 | .... |
| 1st Mort. (Stan., Sheff. and Ch.) | 500,970 | 7 | Jan. & July. | " | 1887 | 15 | Mississippi River Bridge..... | 190,000 | 7 | " | " | 1884 | .... |
| Income and Extension Bonds... | 1,008,600 | 8 | May & Nov. | " | 1902 | 54 | 1st Mortgage (Peninsula)..... | 331,000 | 7 | March & Sept. | " | 1898 | 95 |
| Equipment Mort. (Vt. Central) | 1,000,000 | 8 | " | " | 1876-77 | 60 | Consol. skg fund (C. & N.W. R'y) | 3,250,000 | 7 | F. M. A. & N. | " | 1915 | 91 |
| Equipment Mort. (") | 1,000,000 | 8 | " | " | 1889 | 60 | General Consol. Gold Bonds... | 8,995,000 | 7 | June & Dec. | " | 1902 | 86 |
| Bonds, guar. (Vt. and Canada) | 1,000,000 | 8 | Jan. & July. | " | 1891 | 60 | 1st Mort. S. F. (Madison Exten.) | 3,150,000 | 7* | April & Oct. | " | 1911 | .... |
| Missisquoi R.R. (") | 500,000 | 7 | " | " | 1891 | 39 | 1st Mort. S. F. (Menominee Ext.) | 2,700,000 | 7* | June & Dec. | " | 1911 | .... |
| Cent. Vt. (Vt. & Ca. Mort.) b'ds | 3,000,000 | 6 | March & Sept. | " | 1904 | .... | 2d Mort. (Mil. & Chi. R. R.) guar. | 97,500 | 7 | " | " | 1898 | .... |
| Charleston and Savannah: | | | | | | | 1st Mort. (Chic. & Mil. R. W.) guar. | 1,642,000 | 7 | Jan. & July. | " | 1898 | 95 1/2 |
| 1st Mortgage guar. by State..... | 505,000 | 6 | March & Sept. | Charleston. | 1877 | .... | 1st Mort. (Bel. & Mad. R.R.) guar. | 300,000 | 7 | " | " | 1888 | .... |
| Funded Interest on 1st Mort..... | 157,400 | 7 | " | " | 1889 | .... | Chicago, Portage and Superior: | | | | | | |
| Charlotte, Columbia & Augusta: | | | | | | | 1st M.s.f. (Chi. & N. Pac. Air-L.) | 25,000 p.m. | 7* | June & Dec. | New York. | 1902 | .... |
| 1st Mortgage..... | 2,000,000 | 7 | Jan. & July. | New York. | 1895 | .... | Chicago, Omaha and St. Joseph: | | | | | | |
| Chartiers: | | | | | | | 1st Mortgage for \$8,000,000..... | ..... | 8 | April & Oct. | New York. | 1901 | .... |
| 1st Mort., guar. by Penna..... | 500,000 | 7 | April & Oct. | Philadelphia. | 1901 | .... | Chicago and Paducah (C. B. & Q.): | | | | | | |
| Cheraw and Darlington: | | | | | | | 1st Mortgage \$26,000 p. m. gold.. | 2,304,000 | 7* | Jan. & July. | Boston. | 1903 | .... |
| 1st Mortgage dated Jan. 1, 1871. | 141,000 | 8 | April & Oct. | Charleston. | 1888 | .... | Chi., Pekin & Southern (C.B. & Q.) | | | | | | |
| 2d Mortgage dated Jan. 1, 1869. | 75,000 | 7 | Jan. & July. | " | 1888 | .... | 1st Mortgage for \$10,000 per mile | 700,000 | 8 | Feb. & Aug. | New York. | 1901 | .... |
| Cherry Valley, Sharon and Alb.: | | | | | | | Chicago, Rock Island and Pacific: | | | | | | |
| 1st Mort. con. guar. by A. & S. Co. | 300,000 | 7 | June & Dec. | New York. | 1899 | .... | 1st Mortgage skg. fund..... | 9,000,000 | 7 | Jan. & July. | New York. | 1896 | 108 1/2 |
| Chesapeake and Ohio: | | | | | | | Chi. & Southwestern (C. R. L. & Pac.) | | | | | | |
| 1st M. (gold) skg fd for \$15,000,000 | 15,000,000 | 6* | May & Nov. | New York. | 1899 | 46 | 1st Mort. gold, tax free, guar..... | 5,000,000 | 7* | May & Nov. | New York. | 1889 | .... |
| 1st Mort. Extension (con. or reg) | 4,758,000 | 7* | Jan. & July. | " | 1902 | .... | 1st Mortgage gold (Atchison Br.) | 1,000,000 | 7* | June & Dec. | " | 1901 | .... |
| 1st Mort. (Va. Cen.) guar. by Va. | 100,000 | 6 | " | " | 1880 | .... | Chicago, Wisconsin & Canada: | | | | | | |
| 3d Mort. (") coupon..... | 918,000 | 8 | " | " | 1884 | .... | 1st Mort. gold, skg fd for \$410,000 | ..... | 7* | Jan. & July. | New York. | 1902 | .... |
| Income (") coupon..... | 300,000 | 8 | " | " | 1876 | .... | Chicago and Superior: | | | | | | |
| Funded Interest, coupon..... | 160,500 | 8 | " | " | 1877 | .... | 1st Mortgage (Mad. & Portage) g'd | 600,000 | 7* | April & Oct. | New York. | 1900 | .... |
| Cheshire: | | | | | | | 1st Mortgage (gold) for \$5,000,000 | ..... | 7* | Jan. & July. | " | 1902 | .... |
| Coupon bonds (no Mort.)..... | 803,800 | 6 | Jan. & July. | Boston. | 1876-80 | 98 1/2 | Chillicothe and Brunswick: | | | | | | |
| Chester Creek (Phil. & Balt. Cent.) | | | | | | | 1st Mort., guar. by St. L., K. C. & N. | 500,000 | 8 | Jan. & July. | New York. | 1894 | .... |
| 1st Mort., guar. by P. W. & B. | 185,000 | 6 | Jan. & July. | Philadelphia. | 1903 | .... | Cincinnati, and Baltimore: | | | | | | |
| Chester and Tamaroa: | | | | | | | 1st Mort. guar. by B. & O. & M. & C. | 274,000 | 7 | Jan. & July. | Baltimore. | 1900 | 90 |
| 1st Mortgage..... | 600,000 | 7* | May & Nov. | New York. | 1901 | .... | Cincinnati, Hamilton and Dayton: | | | | | | |
| Chicago and Alton: | | | | | | | 1st Mortgage of 1863..... | 1,250,000 | 7 | May & Nov. | New York. | 1880 | .... |
| 1st Mortgage, pref. sinking fund. | 77,000 | 7 | May & Nov. | New York. | 1877 | .... | 2d Mortgage of 1865..... | 500,000 | 7 | Jan. & July. | " | 1885 | .... |
| 1st Mortgage..... | 2,383,000 | 7 | Jan. & July. | " | 1893 | 118 | 3d Mortgage of 1867..... | 400,000 | 8 | June & Dec. | " | 1877 | .... |
| 2d Mortgage Income..... | 1,087,000 | 7 | April & Oct. | " | 1883 | 104 | Cincinnati, Ham. & Ind. (C. H. & D.) | | | | | | |
| Consol. Bonds (£200 stig. each). | 2,919,900 | 6* | Jan. & July. | London. | 1903 | .... | 1st Mort., guar. for \$2,500,000..... | 1,846,000 | 7 | Jan. and July. | New York. | 1903 | .... |
| 1st Mort. (St. L. & C.) assumed | 564,000 | 7 | April & Oct. | New York. | 1894 | 102 | Cincinnati, Lafayette and Chi.: | | | | | | |
| 2d Mort. (") | 188,000 | 7 | Jan. & July. | " | 1898 | .... | 1st Mortgage..... | 1,120,000 | 7* | March & Sept. | New York. | 1901 | .... |
| 1st Mort. (Louisiana and Mo.)... | 4,300,000 | 7 | Feb. & Aug. | " | 1900 | 90 | Cincinnati and Martinsville: | | | | | | |
| Chicago, Burlington and Quincy: | | | | | | | 1st Mort., guar. by L. C. & La. F. | 400,000 | 7 | Feb. & Aug. | New York. | 1905 | .... |
| Trust Mortgage skg fund..... | 2,592,000 | 8 | Jan. & July. | New York. | 1883 | 114 | Cincinnati & Muskingum Valley: | | | | | | |
| Trust Mortgage, skg fund conv. | 150,000 | 8 | " | " | 1883 | .... | 1st Mortgage..... | 1,500,000 | 7 | Jan. and July. | New York. | 1901 | .... |
| Trust Mortgage (Burl. to Peoria) | 680,000 | 7 | April & Oct. | " | 1890 | .... | Cincinnati, Richmond & Chicago: | | | | | | |
| Loan of 1872..... | 7,029,875 | 7 | Jan. & July. | Boston. | 1896 | 103 | 1st Mortgage guar. by C. H. & D. | 560,000 | 7 | Jan. and July. | New York. | 1895 | .... |
| 1st Mort. (Am. Cen. R.R.) guar. | 736,000 | 8 | " | New York. | 1878 | .... | 2d Mortgage..... | 65,000 | 7 | " | " | 1889 | .... |
| 1st Mort. (Car. and Burl.) guar. | 600,000 | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|--------------|-------|-------------------|---------------|---------|--------|---|--------------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Clev., Mt. Vernon and Delaware: 1st Mortgage gold..... | \$ 1,350,000 | 7* | Jan. & July. | New York. | 1900 | .... | Detroit & Bay City (Mich. Cent.): 1st Mort. (\$424,000 guar.)..... | \$ 2,330,000 | 8 | May and Nov. | New York. | 1902 | .... |
| 1st Mort. (Columbus Extension) | 950,000 | 7 | " " | " " | 1902 | .... | Detroit, Eel River and Illinois: 1st Mortgage for \$22,000 p.m.... | 1,826,000 | 8 | Jan. & July. | New York. | 1891 | .... |
| Clev., Painesville & Ashtabula: Regist'd b'ds(ass'd by LS&MS.) | 1,000,000 | 7 | Jan. & July. | New York. | 1880 | 102½ | Detroit, Hillsdale and Indiana: 1st Mort. \$16,000 p. m. guar.... | 1,170,000 | 8 | June & Dec. | New York. | 1890 | .... |
| 3d Mortgage (") | 1,000,000 | 7 | April & Oct. | " " | 1892 | 100½ | 2d Mortgage, (coupon) guar.... | 300,000 | 8 | Jan. & July. | " " | 1881 | .... |
| Cleveland and Toledo: 1st Mort., a.f.(ass'd by LS&MS.) | 1,595,000 | 7 | Jan. & July. | New York. | 1885 | 106 | Detroit, Lansing and Lake Mich.: 1st Mortgage..... | 3,219,000 | 8 | April & Oct. | Boston. | 1896 | .... |
| 2d Mortgage (") | 860,000 | 7 | April & Oct. | " " | 1886 | 100 | 1st Mortgage (on Branches).... | 575,000 | 8 | June & Dec. | " " | 1897 | .... |
| Colebrookdale: 1st Mort. guar. by Ph. and Rdg | 584,700 | 6 | June & Dec. | Philadelphia. | 1898 | .... | 2d Mortgage..... | 1,359,000 | 8 | Feb. & Aug. | " " | 1893 | 44½ |
| Colorado Central (3 ft. gauge): 1st Mortgage..... | 225,000 | 8* | June & Dec. | Boston. | 1890 | .... | 1st Mort. (Ionia and Lansing).... | 770,000 | 8 | Jan. & July. | New York. | 1889 | .... |
| Columbus, Chicago & Ind. Cent.: 1st Mortgage Consol. skg fund.... | 10,333,000 | 7 | April & Oct. | New York. | 1908 | 51½ | 2d Mort. (") | 81,000 | 8 | May & Nov. | " " | 1880 | .... |
| 2d Mortgage skg fund..... | 3,747,000 | 7 | Feb. & Aug. | " " | 1909 | 19½ | Cetroit & Milwaukee (Gt. W. of Ca.): 1st Mortgage, (D. & M.R.R.).... | 2,500,000 | 7 | May & Nov. | New York. | 1875 | .... |
| 1st Mort. (Chic. and Gt. Eastern) | 461,000 | 7 | April & Oct. | " " | " 93-95 | 65 | 2d Mortgage (") | 1,000,000 | 8 | " " | " " | 1875 | .... |
| 2d Mort. (") | 344,400 | 7 | Jan. & July. | " " | " " | " " | 1st Funded Comp. (D. & M.R.R.) | 625,924 | 7 | Jan. & July. | " " | 1875 | .... |
| Income conv. (") | 2,554,000 | 7 | Feb. & Aug. | " " | " " | " " | 2d Funded Coup. (") | 375,734 | 7 | May & Nov. | " " | 1875 | .... |
| 1st Mort. (Cin. and Chi. Air-L.) | 194,100 | 7 | " " | " " | 1880 | .... | 1st Mort. (Detr. & Pontiac R.R.) | 150,000 | 7 | April & Oct. | " " | 1879 | .... |
| 1st M., s.f. (") | 39,650 | 7 | May & Nov. | " " | 1836 | .... | 2d Mort. (") | 100,000 | 7 | Jan. & July. | " " | " " | .... |
| 1st Mort. (Col. and Ind. Cent.) | 2,632,000 | 7 | Jan. & July. | " " | 1904 | .... | 3d Mort. (") | 250,000 | 8 | Feb. & Aug. | " " | 1886 | .... |
| 2d Mort. (") | 821,000 | 10 | May & Nov. | " " | 1904 | .... | Bonds of Sept. 1, 1866..... | 110,000 | 7 | March & Sept. | " " | 1886 | .... |
| 1st M. (Col. & Ind.) 1st&2d pref. | 103,500 | 7 | " " | " " | 1883 | .... | Bonds of June 30, 1866..... | 1,702,317 | 6-7 | Jan. & July. | " " | 1886 | .... |
| 2d Mortgage (Ind. Central)..... | 666,500 | 7 | " " | " " | 1882 | .... | Detroit, Mon. & Tol. (L.Sh. & M.S.): 1st Mortgage Aug. 1, 1866..... | 924,000 | 7 | Feb. & Aug. | New York. | 1876 | 100½ |
| 1st Mort. (Tol., Logansport & Bur.) | 554,500 | 7 | Feb. & Aug. | " " | 1884 | .... | Dixon, Peoria and Hannibal: 1st Mort., guar. by C., B. and Q. | 800,000 | 8 | Jan. & July. | New York. | 1889 | 102 |
| Income (") | 74,024 | 7 | " " | " " | " " | .... | Dubuque and Sioux City: 1st Mortgage tax free..... | 882,000 | 7 | Jan. & July. | New York. | 1883 | 100 |
| 1st Mort. (Union & Logansport) | 815,000 | 7 | April & Oct. | " " | 1905 | .... | Dubuque Southwestern: 1st Mortgage..... | 450,000 | 7 | April & Oct. | New York. | 1883 | .... |
| Columbus, Springfield and Cin.: 1st M.(assumed by Cinn., S. & C.) | 1,000,000 | 7 | March & Sept. | New York. | 1901 | .... | Dunkirk, Allegheny Val. & Pittab.: 1st Mortgage (gold)..... | 1,200,000 | 7* | June & Dec. | New York. | 1900 | .... |
| Columbus and Hocking Valley: 1st Mortgage skg fund..... | 1,500,000 | 7 | April & Oct. | New York. | 1897 | .... | Dutchess and Columbia: 1st Mortgage Jan. 1, 1868..... | 1,500,000 | 7 | Jan. & July. | New York. | 1908 | .... |
| 1st M. on Branch (& 2d on main) | 300,000 | 7 | Jan. & July. | " " | 1880 | .... | East Alabama and Cincinnati: 1st Mort. endorsed by Alabama. | 400,000 | 8 | Jan. & July. | ..... | 1890 | .... |
| General Mortgage..... | 469,100 | 7 | " " | " " | 1892 | .... | East Brandywine & Waynesboro: 1st Mortgage guar. by Pa. R.R. | 140,000 | 7 | Jan. & July. | Philadelphia. | 1885 | .... |
| Columbus and Xenia: 1st Mortgage, guar. by L.M.R.R. | 302,000 | 7 | March & Sept. | New York. | 1890 | .... | East Pennsylvania (Ph. & Rdg.): 1st Mortgage, guaranteed..... | 495,000 | 7 | March & Sept. | Philadelphia. | 1888 | 103½ |
| Connecticut and Passumpsic Riv.: New Mortgage for \$1,500,000.... | 652,000 | 7 | April & Oct. | Boston. | 1893 | 97½ | East Tennessee, Virginia & Ga.: 1st Mort., skg fund for \$3,500,000 | 2,999,000 | 7 | Jan. & July. | New York. | 1900 | 92 |
| 1st Mortgage sinking fund..... | 296,500 | 6 | June & Dec. | " " | 1876 | .... | 2d Mortgage..... | 190,000 | 4 | " " | " " | 1882-87 | .... |
| Coupon Notes..... | 634,000 | 7 | " " | " " | " 76-81 | 96 | Endorsed Bonds (East T. & Va.) | 147,000 | 6 | May & Nov. | " " | 1886 | .... |
| 1st Mort. (Massachusetts) guar. gold | 400,000 | 6* | Jan. & July. | " " | 1876 | 96 | Company Bonds (E.T. & Ga., old) | 635,000 | 6 | Jan. and July. | " " | 1880-85 | .... |
| Connecticut River: 1st Mortgage skg fund..... | 250,000 | 6 | March & Sept. | Boston. | 1878 | .... | Company Bonds (" new) | 135,400 | 6 | " " | " " | 1876 | .... |
| Connecticut Valley: 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1901 | .... | Eastern (Mass.): 1st Mort. (Essex R.R.) assumed. | 194,400 | 6 | Jan. & July. | Boston. | 1876 | 85 |
| Connecticut Western: 1st Mortgage tax free..... | 2,674,000 | 7 | Jan. & July. | N. Y. & Bost. | 1900 | .... | Loan of 1865-85..... | 160,000 | 6 | April & Oct. | " " | 1885 | .... |
| Connecting (Philadelphia): 1st Mort. ABCD & E \$200,000 each | 991,000 | 6 | March & Sept. | Philadelphia. | 1,2,3,4 | 90 | Loan of 1867-87..... | 96,000 | 7 | March & Sept. | " " | 1887 | 90½ |
| Cooperstown and Susq. Valley: 1st Mortgage..... | 100,000 | 7 | March & Sept. | New York. | 1889 | .... | Loan of 1868-88..... | 1,000,000 | 6 | March & Sept. | " " | 1888 | .... |
| Cowaness Valley: 1st Mortgage, gold..... | 35,000 | 7* | Jan. & July. | New York. | 1902 | .... | Loan of 1869-89..... | 500,000 | 6 | May & Nov. | " " | 1889 | .... |
| 2d Mortgage..... | 100,000 | 7 | May & Nov. | " " | 1882 | .... | Loan of 1872-82..... | 1,553,000 | 7 | various. | " " | 1882 | 92½ |
| Cumberd & Penn. (Consol. Coal): 1st Mortgage..... | 803,500 | 6 | March & Sept. | New York. | 1891 | .... | Loan of 1873-83..... | 878,900 | 6 | March & Sept. | " " | 1893 | .... |
| 2d Mortgage, sinking fund..... | 648,000 | 6 | May & Nov. | " " | 1888 | .... | New Bonds..... | 1,000,000 | 7 | " " | " " | 1892 | .... |
| Cumberland Valley: 1st Mortgage..... | 161,000 | 8 | April & Oct. | Philadelphia. | 1904 | .... | Sterling Sink. Fd. Bonds..... | 3,000,000 | 6* | March & Sept. | London. | 1893 | .... |
| 2d Mortgage..... | 109,500 | 8 | " " | " " | 1908 | .... | Eastern Shore (Md.): 1st Mortgage..... | 400,000 | 6 | Jan. & July. | Philadelphia. | 1880 | .... |
| Plain bonds..... | 81,800 | 6 | " " | " " | 1884 | .... | 2d Mortgage..... | 200,000 | 6 | April & Oct. | " " | 1886 | .... |
| Danbury and Norwalk: Mortgage Bonds of 1870..... | 100,000 | 7 | Jan. & July. | New York. | 1880 | .... | Elizabethtown and Paducah: 1st Mortgage, convertible..... | 3,000,000 | 8 | March & Sept. | New York. | 1890 | .... |
| Mortgage Bonds of 1 70-72..... | 400,000 | 7 | " " | " " | 1900-92 | .... | Elmira and Williamsport (N. Cen.): 1st Mortgage guaranteed..... | 1,000,000 | 7 | Jan. & July. | Philadelphia. | 1880 | 101 |
| Danv., Hazleton & Wilkesbarre: 1st Mortgage..... | 1,400,000 | 7 | April & Oct. | Philadelphia. | 1887 | 40 | Income Mortgage guaranteed .. | 570,000 | 5 | April & Oct. | " " | 2862 | 63 |
| 2d Mortgage..... | 300,000 | 7 | " " | " " | 1885 | .... | Erie Railway: 1st Mortgage..... | 2,485,000 | 7 | May & Nov. | New York. | 1897 | 106½ |
| Danv., Urb., Bloomington & Pekin: 1st Mortgage..... | 2,000,000 | 7* | April & Oct. | New York. | 1909 | .... | 2d Mortgage convertible..... | 2,174,000 | 7 | March & Sept. | " " | 1879 | 100½ |
| Davenport and St. Paul: 1st Mort. gold skg fd \$20,000 p.m. | 3,000,000 | 7* | April & Oct. | New York. | 1911 | .... | 3d Mortgage..... | 4,582,000 | 7 | " " | " " | 1883 | 100 |
| Dayton and Michigan (C.H. & D.): 1st Mortgage sinking fund guar. | 1,885,000 | 7 | Jan. & July. | New York. | 1884 | .... | 4th Mortgage convertible..... | 2,937,000 | 7 | April & Oct. | " " | 1880 | 97 |
| 2d Mortgage, guar..... | 441,000 | 7 | March & Sept. | " " | 1887 | .... | 5th Mortgage convertible..... | 709,500 | 7 | June and Dec. | " " | 1888 | 97 |
| 3d Mortgage, guar..... | 356,000 | 7 | April & Oct. | " " | 1888 | .... | Buffalo Branch, 1st mortgage.... | 182,600 | 7 | Jan. & July. | " " | 1891 | .... |
| Toledo Depot bonds guar..... | 105,500 | 7 | March & Sept. | " " | 1881-94 | .... | Sterling loan (\$1,000,000) conv. | 4,580,000 | 6* | March & Sept. | London. | 1875 | .... |
| Dayton and Union: 1st Mortgage, registered..... | 140,000 | 7 | March & Sept. | New York. | 1879 | .... | 1st Consol. Mort. for \$30,000,000. | 12,076,000 | 7* | " " | NY & London. | 1920 | .... |
| 2d Mortgage..... | 135,000 | 7 | June & Dec. | " " | 1879 | .... | Long Dock Co. Mortgage..... | 3,000,000 | 7 | June and Dec. | London. | 1894 | .... |
| Income Bonds..... | 252,445 | 6 | " " | " " | 1879 | .... | Convertible bonds..... | 10,000,000 | 7* | April & Oct. | New York. | 1893 | 103½ |
| Dayton and Western (L. M. R.R.): 1st Mortgage (assumed)..... | 189,000 | 7 | Jan. & July. | New York. | 1895 | .... | Erie and Pittsburgh (Penn.): 1st Mortgage..... | 292,200 | 7 | Jan. & July. | New York. | 1882 | .... |
| 1st Mortgage (") | 463,000 | 6 | " " | " " | 1865 | .... | 2d Mortgage..... | 92,800 | 7 | April & Oct. | " " | 1890 | .... |
| Decatur, Sullivan and Mattoon: 1st Mortgage..... | 500,000 | 8 | March & Sept. | New York. | 1901 | .... | Consolidated Mortgage..... | 2,192,000 | 7 | Jan. & July. | " " | 1893 | .... |
| Delaware (P. W. and Balt.): 1st Mortgage..... | 500,000 | 6 | Jan. & July. | Philadelphia. | 1875 | .... | Equipment Mortgage..... | 750,000 | 7 | April & Oct. | " " | 1890 | .... |
| 1st Mortgage, guar..... | 100,000 | 6 | " " | " " | 1875 | .... | European & N. American (Me.): Bangor City Bonds (1st m. 55 m.) | 1,000,000 | 6* | Jan. & July. | N.Y. & Lond. | 1894 | .... |
| 1st Mortgage extension..... | 100,000 | 6 | " " | " " | 1880 | 101 | 1st L.M. & 1st on 59, & 2d on 55m) | 2,000,000 | 6* | March & Sept. | " " | 1899 | .... |
| Delaware State Loan..... | 170,000 | 6 | " " | " " | 1876 | .... | New Mortgage for \$6,000,000.... | ..... |  |  |  |  |  |
| Delaware, Lackawanna & Western: 1st Mort. (Eastern Ext.)..... | 1,111,000 | 7 | Apr. and Oct. | New York. | 1875 | .... | Evansville and Crawfordsville: 1st Mortgage (\$1 miles) skg. fund | 302,000 | 7 | Jan. & July. | New York. | 1887 | .... |
| 2d Mortgage..... | 1,633,000 | 7 | March & Sept. | " " | 1881 | 103½ | 1st Mortgage (109 m.) | 636,000 | 7 | May & Nov. | " " | 1887 | .... |
| Convertible Bonds..... | 5,000,000 | 7 | June & Dec. | " " | 1892 | 116 | 1st Mort. (Rockville Extension). | 147,000 | 7 | Feb. & Aug. | " " | 1880 | .... |
| 2d Mort. (Lack. & Bloomsburg) | 500,000 | 7 | Apr. and Oct. | " " | 1880 | .... | 1st Mortgage, Terre Haute & Chi. 1st Mortgage, gold..... | 775,000 | 7* | May & Nov. | New York. | 1900 | .... |
| 1st M. Ext. (") | 400,000 | 7 | March & Sept. | " " | 1885 | .... | Fall River, Warren & Prov. (B. & P.): 1st Mortgage..... | 200,000 | 7 | Jan. & July. | Providence. | 1882 | .... |
| 2d M. Ext. (") | 200,000 | 7 | May & Nov. | " " | 1890 | .... | Fitchburg: Bonds of 1874 for \$4,000,000.... | 500,000 | 7 | April & Oct. | Boston. | 1894 | 108 |
| Denver & Boulder Val. (Den. Pac.): 1st Mortgage..... | 550,000 | 7* | May & Nov. | Kansas City. | 1900 | .... | Flint and Pere Marquette: 1st Mort. Land Gr. (3d series)... | 2,219,000 | 8 | March & Sept. | New York. | 1888 | .... |
| 1st Mortgage gold, land grant.... | 2,493,000 | 7* | May & Nov. | New York. | 1899 | .... | Flint & Holly S. F. (\$25,000 p.y.) | 425,000 | 10 | May & Nov. | " " | 1888 | .... |
| Denver & Rio Grande (3 ft. gauge): 1st Mort. gold, skg fund tax free. | 3 | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--------------------------------------|------------|-------|-------------------|----------------|---------|--------|-------------------------------------|-----------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Florida: | \$ | | | | | | Huntingdon and Broad Top Mt.: | \$ | | | | | |
| 1st Mortgage conv. gold..... | 2,300,000 | 7* | Jan. & July. | N. Y. & Lond. | 1889 | .... | 1st Mortgage gold..... | 416,000 | 7* | April & Oct. | Philadelphia. | 1890 | 104 |
| Flushing, North Side and Central: | | | | | | | 2d Mortgage..... | 267,500 | 7 | Feb. & Aug. | " | 1875 | 102 |
| 1st Mort. (Flush'g and N. Side.) | 1,825,000 | 7 | May & Nov. | New York. | 1901 | .... | Consolidated Mortgage..... | 1,378,000 | 7 | April & Oct. | " | 1895 | 56½ |
| 1st Mort. (Central of L. I.)..... | 1,000,000 | 7 | " | " | 1903 | .... | Illinois Central: | | | | | | |
| 1st Mort. (Cent. R. R. Exten.)... | 200,000 | 7 | May and Nov. | " | 1903 | .... | Construction bonds, cur. skg f.d. | 2,742,000 | 7 | April & Oct. | New York. | 1875 | 103½ |
| 1st Mort. (North Shore)..... | 135,000 | 7 | Feb. & Aug. | " | 1887 | .... | Construction bonds, coin..... | 332,000 | 6* | " | N. Y. & Lond. | 1875 | .... |
| Sterling Loan..... | 1,500,000 | 6* | " | London. | 1887 | .... | Redemption bonds, currency..... | 2,500,000 | 6 | " | New York. | 1890 | .... |
| Fonda, Johnston & Gloversville: | | | | | | | Redemption bonds, sterling..... | 2,500,000 | 6* | " | London. | 1875 | .... |
| 1st Mortgage..... | 300,000 | 7 | Jan. & July. | New York. | 1890 | .... | Sterling Bonds, Sinking Fund..... | 5,000,000 | 5* | " | " | 1903 | .... |
| Fort Wayne, Jackson & Saginaw: | | | | | | | Illinois Grand Trunk (C. B. & Q.): | | | | | | |
| 1st Mortgage, traffic guarantee..... | 1,500,000 | 8 | Jan. & July. | New York. | 1889 | .... | 1st Mortgage guaranteed..... | 960,000 | 8 | April & Oct. | Boston. | 1890 | 104 |
| 2d Mortgage (Equipment)..... | 500,000 | 8 | April & Oct. | " | 1881 | .... | Indiana and Illinois Central: | | | | | | |
| Fort Wayne, Muncie & Cin.: | | | | | | | 1st Mortgage gold..... | 3,500,000 | 7* | Jan. & July. | New York. | 1901 | .... |
| 1st Mortgage..... | 1,800,000 | 7* | April & Oct. | Boston. | 1899 | .... | Indiana North and South: | | | | | | |
| 2d Mortgage..... | 500,000 | 8 | " | " | 1896 | .... | 1st Mort. (Nor. Div.) \$22,000 p.m. | 1,700,000 | 7* | March & Sept. | New York. | 1903 | .... |
| Framingham and Lowell: | | | | | | | Indianapolis, Blooming. & West: | | | | | | |
| 1st Mortgage..... | 500,000 | 7 | May & Nov. | Boston. | 1891 | 85½ | 1st Mortgage gold..... | 5,000,000 | 7* | April & Oct. | New York. | 1909 | 34 |
| Frederick and Pennsylvania Line: | | | | | | | 1st Mortgage Extension gold..... | 2,000,000 | 7* | Jan. & July. | " | 1912 | .... |
| 1st Mortgage gold..... | 150,000 | 6* | April & Oct. | Baltimore. | 1901 | .... | 2d Mortgage..... | 1,500,000 | 8 | " | " | 1890 | .... |
| Fremont, Elkhorn & Mo. (S.C. & P.): | | | | | | | Indianapolis and Madison: | | | | | | |
| 1st Mortgage..... | 690,000 | 7 | April & Oct. | " | 1901 | .... | 1st Mort. assumed by J. M. & I. | 397,000 | 7 | May & Nov. | New York. | 1881 | .... |
| Galena & Chic. Union (C. & N. W.): | | | | | | | Indianapolis & Vincennes: | | | | | | |
| 1st Mortgage..... | 1,785,000 | 7 | Feb. & Aug. | New York. | 1882 | 104½ | 1st Mortgage guar. by Pa. Co. | 1,700,000 | 7 | Feb. & Aug. | New York. | 1908 | .... |
| 2d Mortgage..... | 948,000 | 7 | May & Nov. | " | 1875 | 102½ | 2d Mortgage guar. by Pa. Co. | 1,450,000 | 6 | May & Nov. | " | 1900 | .... |
| Galv., Harrisburg & San Antonio: | | | | | | | International and Gt. Northern: | | | | | | |
| 1st Mortgage..... | 1,700,000 | 6* | Feb. & Aug. | Lond. or Bost. | 1910 | .... | 1st Mortgage s.f. (Intern. R. R.) | 3,040,000 | 7* | April & Oct. | New York. | 1911 | 58 |
| Galveston, Houston & Henderson: | | | | | | | Convertible B'ds (") | 1,473,000 | 8 | Feb. & Aug. | " | 1892 | .... |
| 1st Mortgage..... | 1,493,000 | 7* | Jan. & July. | New York. | 1890 | .... | 1st Mortgage (Hous. & Gt. N. R.R.) | 4,211,000 | 7 | Jan. & July. | " | 1900 | .... |
| Geneva, Ithaca and Athens: | | | | | | | Convert. B'ds (") | 1,677,600 | 8 | Feb. & Aug. | " | 1892 | .... |
| 1st Mortgage, skg. fd., guar. | 600,000 | 7* | Jan. and July. | New York. | 1890 | .... | Indianapolis, Cin. and Lafayette: | | | | | | |
| Georgia (and Bankings): | | | | | | | 1st Mortgage (Ind. & Cin.) of 1858 | 1,600,000 | 7 | April & Oct. | New York. | 1888 | .... |
| Company bonds (debentures).... | 608,000 | 7 | Jan. & July. | Augusta | '74-'90 | .... | 1st Mortgage (I. C. & L.F.) of 1867 | 2,792,000 | 7 | Feb. & Aug. | " | 1897 | .... |
| Gilman, Clinton & Springfield: | | | | | | | 1st Mortgage (") of 1869 | 2,000,000 | 7 | June & Dec. | " | 1899 | .... |
| 1st Mortgage gold..... | 2,000,000 | 7* | March & Sept. | N. Y. & Lond. | 1900 | .... | 1st Mortgage (Cin. & Indiana) | 499,000 | 7 | " | " | 1882 | .... |
| 2d Mortgage gold..... | 1,000,000 | 8* | Jan. & July. | " | 1892 | .... | 2d Mort. guar. (") | 1,496,000 | 7 | Jan. & July. | " | '77-'87 | .... |
| Goshen and Deckerstown (Erie): | | | | | | | Indianapolis and St. Louis: | | | | | | |
| 1st Mortgage..... | 246,500 | 7 | Jan. & July. | New York. | 1888 | .... | 1st Mortgage..... | 2,000,000 | 7 | Jan. & July. | New York. | 1919 | .... |
| Grand Rapids & Indiana: | | | | | | | 1st Mortgage..... | 2,000,000 | 7 | March & Sept. | " | 1919 | .... |
| 1st Mortgage L. G. guar. gold..... | 4,000,000 | 7* | Jan. & July. | New York. | 1899 | .... | 2d Mortgage..... | 1,000,000 | 7 | April & Oct. | " | 1919 | .... |
| 1st Mort. L. G. not guar. gold..... | 3,224,000 | 7* | April & Oct. | " | 1899 | .... | Equipment Mortgage..... | 378,000 | 10 | Jan. & July. | " | 1900 | .... |
| Grand River Valley (Mich. C.): | | | | | | | Ionia and Lansing (D. L. & L.M.): | | | | | | |
| 1st Mort., assumed by Lessees..... | 1,000,000 | 8 | Jan. & July. | New York. | 1886 | 96 | 1st Mortgage traffic guar..... | 770,000 | 8 | Jan. & July. | New York. | 1890 | .... |
| 2d Mortgage, guar. by Lessees..... | 500,000 | 8 | March & Sept. | " | 1879 | 91½ | 2d Mortgage..... | 81,000 | 8 | May & Nov. | " | 1886 | .... |
| Grand Trunk (Ca.): | | | | | | | Iowa Falls and Sioux City: | | | | | | |
| Equipment Bonds \$500,000..... | 2,500,000 | 6* | April & Oct. | London. | 1877 | .... | 1st Mortgage..... | 2,960,000 | 7 | April & Oct. | New York. | 1917 | .... |
| Equipm't Bonds No. 2 \$500,000 | 2,500,000 | 6* | Jan. & July. | " | 1920 | .... | Iowa Midland (C. & N. W.): | | | | | | |
| Postal & Military b'ds \$1,200,000 | 6,000,000 | 6* | Feb. & Aug. | " | Perp. | .... | 1st Mort., \$18,000 p.m., guar..... | 1,350,000 | 8 | April & Oct. | New York. | 1900 | 87 |
| 1st Preference Bonds \$3,218,149 | 16,900,745 | 5* | Jan. & July. | " | Irred. | .... | Ironton (Penn.): | | | | | | |
| 2d Preference Bonds \$2,327,508 | 11,639,040 | 4* | " | " | " | .... | 1st Mortgage..... | 100,000 | 7 | May & Nov. | Philadelphia. | 1875 | .... |
| 3d Preference Bonds \$7,183,910 | 35,819,550 | 4* | " | " | " | .... | Ithaca and Athens (Penn.): | | | | | | |
| Provincial Debenture \$5,111,500 | 15,567,500 | .... | " | Ottawa. | .... | .... | 1st Mortgage gold, skg fund..... | 600,000 | 7* | Jan. & July. | New York. | 1890 | 96 |
| Great Western of Canada: | | | | | | | Jackson, Lansing & Saginaw (MO): | | | | | | |
| Mortgage Bonds \$127,000..... | 635,000 | 6 | Jan. & July. | London. | 1876 | .... | 1st Mortgage guar..... | 1,450,000 | 8 | Jan. & July. | New York. | 1885 | 92 |
| Mortgage Bonds \$547,000..... | 2,735,000 | 5½ | April & Oct. | " | '77-'78 | .... | 1st Mort. (Northern Ext.) guar. | 848,000 | 8 | May & Nov. | " | 1890 | .... |
| New Bonds \$1,000,000..... | 5,000,000 | 6 | June & Dec. | " | 1890 | .... | 2d Mortgage guar..... | 204,000 | 8 | March & Sept. | " | 1878 | .... |
| D. b'nture Bonds \$1,743,180..... | 8,715,900 | 5 | Jan. & July. | " | Perp. | .... | Consolidated Mortgage (236 m.) | 1,894,000 | 8 | " | " | 1891 | 95½ |
| Great Western Railway of 1859: | | | | | | | Jacksonville, South West & S. East: | | | | | | |
| 1st Mort., ass'd by T. W. & W. | 2,500,000 | 7 | Feb. & Aug. | New York. | 1888 | 79½ | 1st Mortgage..... | 610,000 | 7* | Jan. & July. | New York. | 1902 | .... |
| 2d Mort., " " " " " " | 2,500,000 | 7 | May & Nov. | " | 1893 | 58 | Jacksonville, Pensac. and Mobile: | | | | | | |
| Green Bay and Minnesota: | | | | | | | 1st Mortgage..... | 472,000 | 7 | Jan. & July. | New York. | 1880 | .... |
| 1st Mortgage..... | 2,400,000 | 7* | Feb. & Aug. | " | 1900 | .... | 2d Mortgage..... | 3,000,000 | 8 | " | " | 1899 | .... |
| Greenville and Columbia: | | | | | | | Jameson & Frank. (L.S. & M. So.): | | | | | | |
| 1st Mortgage guar. by S. Car..... | 1,426,546 | 7 | Jan. & July. | Columbia. | '81-'86 | .... | 1st Mortgage guaranteed..... | 468,000 | 7 | Jan. & July. | New York. | 1897 | .... |
| 1st Mortgage not guaranteed..... | 376,795 | 7 | " | " | '81-'86 | .... | 2d Mortgage guaranteed..... | 500,000 | 7 | June & Dec. | " | 1894 | .... |
| Greenwich and Johnsonville: | | | | | | | Jefferson (Erie): | | | | | | |
| 1st Mortgage..... | 185,000 | 7 | May & Nov. | New York. | 1889 | .... | 1st Mort. (Hawley Section)..... | 204,000 | 7 | Jan. & July. | New York. | 1887 | 90 |
| Gulf, Western Texas and Pacific: | | | | | | | 2d Mort. (") | 84,000 | 7 | " | " | 1889 | .... |
| 1st Mortgage (Construction)..... | 1,386,000 | 7* | Jan. & July. | " | 1902 | .... | 1st Mort. (Carbondale Section)... | 2,006,000 | 7 | " | " | 1899 | .... |
| Hannibal and Naples (T.W. & W.): | | | | | | | Jeffersonville, Madison & Indian: | | | | | | |
| 1st Mortgage..... | 675,000 | 7 | May & Nov. | New York. | 1898 | 45 | 1st Mortgage consol..... | 2,474,000 | 7 | April & Oct. | New York. | 1906 | .... |
| 2d Mortgage..... | 225,000 | 7 | Jan. & July. | " | 1890 | .... | 2d Mortgage consol..... | 2,000,000 | 7 | Jan. & July. | " | 1910 | .... |
| Hannibal & Cent. Mo. (T.W. & W.): | | | | | | | 1st Mortgage (Ind. & Mad.) guar. | 397,000 | 7 | May & Nov. | " | 1881 | .... |
| 1st Mortgage, tax free..... | 1,000,000 | 7 | May & Nov. | New York. | 1890 | 72 | Jersey City and Albany: | | | | | | |
| 2d Mortgage..... | 250,000 | 7 | " | " | 1892 | .... | 1st Mortgage..... | 300,000 | 7* | Jan. & July. | New York. | 1913 | .... |
| Hannibal and St. Joseph: | | | | | | | 1st Mortgage (Ridgefield Park). | 300,000 | 7 | May & Nov. | " | 1912 | .... |
| Missouri State Loan..... | 1,500,000 | 6 | Jan. & July. | New York. | '77-'94 | 100½ | Joliet and Chicago (C. & Alton): | | | | | | |
| Missouri State Loan..... | 1,500,000 | 6 | " | " | '87-'88 | 95½ | 1st Mortgage skg fund guar..... | 336,000 | 8 | Jan. & July. | New York. | 1882 | 108 |
| Fifteen years' bonds (277 m.)... | 2,714,000 | 8 | March & Sept. | " | 1885 | 88½ | Junction, Philadelphia: | | | | | | |
| 1st Mort. (Q. & Palm R.R. 15 m.)... | 500,000 | 8 | Feb. & Aug. | " | 1892 | .... | 1st Mortgage guaranteed..... | 506,000 | 6 | Jan. & July. | Philadelphia. | 1882 | 94½ |
| 1st Mort. (K. City & Cam. R.R. 55m) | 1,200,000 | 10 | Jan. & July. | " | 1886 | .... | 2d Mortgage not guaranteed..... | 300,000 | 6 | April & Oct. | " | 1900 | 90 |
| General Land Mortgage (277 m.) | 642,006 | 7 | April & Oct. | " | 1888 | .... | Junction and Breakwater: | | | | | | |
| Harlem Extension: | | | | | | | 1st Mort. guar. by Delaware..... | 352,000 | 6 | Jan. & July. | New York. | 1890 | .... |
| 1st Mortgage..... | 4,000,000 | 7 | Jan. & July. | New York. | 1890 | .... | Kalamazoo, Allegan & Gr. Rapids: | | | | | | |
| Harrisburg & Lancaster: | | | | | | | 1st Mort. assumed by L.S. & M. So. | 840,000 | 8 | Jan. & July. | New York. | 1888 | 95½ |
| 1st Mortgage, guar. by Pa. R.R. | 700,000 | 6 | Jan. & July. | Philadelphia. | 1883 | 101 | Kalamazoo and Schoolcraft: | | | | | | |
| Hartford, Providence and Fishkill: | | | | | | | 1st Mort. assumed by L.S. & M. S. | 100,000 | 8 | Jan. & July. | New York. | 1887 | .... |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|-----------|-------|-------------------|-----------------|-------|---------|--------------------------------------|-----------|-------|-------------------|-----------------|-------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Kansas Pacific: | | | | | | | Louisville, Cincin. and Lexington: | | | | | | |
| 1st Mort. (1st Div. 140 m.) gold. | 2,240,000 | 6* | Feb. & Aug. | N. Y. & St. Lo. | 1895 | .... | Bonds to State of Kentucky.... | 74,519 | 6 | Jan. & July. | New York. | Perp. | .... |
| 1st Mort. (2d Div. 253.94 m.) gold | 4,083,000 | 6* | June & Dec. | " | 1896 | .... | 1st Mortgage for Cincinnati Br... | 3,000,000 | 7 | " | " | 1897 | .... |
| 1st M. (3d Div. 244.66m. & 3,000,000a) | 6,432,000 | 7* | May & Nov. | N. Y. L. & F. | 1899 | .... | 2d Mortgage for \$1,000,000..... | 878,000 | 8 | April & Oct. | " | 1900 | .... |
| 1st Mort. (1,000,000 acres)..... | 245,000 | 7* | March & Sept. | N. Y. & St. Lo. | 71-76 | .... | Louisville Loan..... | 100,000 | 6 | Jan. & July. | " | 1881 | .... |
| 1st Mort. (2,000,000 acres) gold.... | 1,751,750 | 7* | Jan. & July. | N. Y., L. & F. | 1880 | .... | 1st Mort. (Louisville & Frankf'l) | 39,000 | 6 | " | " | 73-78 | .... |
| 2d Mort. (") gold..... | 1,500,000 | 7* | March & Sept. | " | 1896 | .... | 1st Mort. (Louis., Cin. and Lex.)... | 21,000 | 8 | April & Oct. | " | 1902 | .... |
| 1st Mort. (Leavenworth Branch) | 600,000 | 7 | May & Nov. | N. Y. & St. Lo. | 1896 | .... | 1st Mortgage (Shelby R. R.).... | 88,500 | 8 | June & Dec. | " | 1881 | .... |
| 2d Mortgage (Gov't Subsidy)..... | 6,303,000 | 6 | Jan. & July. | U. S. Treas. | 95-97 | .... | Louisville and Nashville: | | | | | | |
| 3d Mortgage (Income)..... | 4,275,350 | 7 | March & Sept. | N. Y., L. & F. | 1916 | .... | 1st Mortgage (main line 185 m.)... | 170,000 | 7 | Jan. & July. | New York. | 1876 | .... |
| Kent County (Del.) | | | | | | | 1st Mortgage (Memp Br. 46.37m.) | 47,000 | 7 | May & Nov. | Louisville. | 1875 | .... |
| 1st Mortgage for \$800,000..... | 400,000 | 6 | Jan. & July. | Philadelphia. | 1880 | .... | 1st Mort. (Leb. Br. Ext. 73.2m.)... | 88,000 | 7 | " | " | 80-85 | .... |
| Kentucky Central: | | | | | | | 1st Mort. (Memphis and Ohio).... | 3,500,000 | 7 | June & Dec. | New York. | 1901 | .... |
| 2d Mort. (Cov'gton & Lexington) | 844,000 | 7 | March & Sept. | New York. | 1883 | .... | 1st Mort. (Memp. & Clarksv. Br.)... | 2,425,000 | 6* | Feb. & Aug. | " | 1902 | .... |
| 3d Mortgage..... | 237,000 | 7 | June & Dec. | " | 1885 | .... | Consol. M. for \$5,000,000 (392 m.) | 6,964,000 | 7 | April & Oct. | " | 1893 | .... |
| Kentucky and Great Eastern: | | | | | | | Louisville Loan..... | 849,000 | 6 | " | " | 86-87 | .... |
| Bonds for \$2,260,000..... | 15,000pm | 7* | Feb. & Aug. | New York. | 1892 | .... | Louisville Loan (Lebanon Br.)... | 225,000 | 6 | May & Nov. | " | 1886 | .... |
| Keokuk and Des Moines: | | | | | | | Louisv. Loan (Leb. Br. Exten.)... | 335,000 | 6 | April & Oct. | Louisville. | 1893 | .... |
| 1st Mortgage..... | 2,300,000 | 7 | April & Oct. | New York. | 1904 | .... | Louisv. N. Al. & St. Lo. Air-Line: | | | | | | |
| Funded Interest..... | 258,720 | 8 | " | " | 1884 | .... | 1st Mortgage gold, \$25,000 p. m. | 2,875,000 | 7* | Jan. & July. | New York. | 1892 | .... |
| Keokuk and St. Paul (C.B. & Q.): | | | | | | | Macon and Augusta: | | | | | | |
| 1st Mortgage traffic guar..... | 864,500 | 8 | April & Oct. | Boston. | 1879 | 101 1/2 | 1st Mortgage end by Ga. R. R.... | 300,000 | 7 | Jan. & July. | New York. | 1877 | .... |
| La Crosse, Trempealeau & Prescott: | | | | | | | 1st Mortgage not endorsed..... | 100,000 | 7 | " | " | 1887 | .... |
| 1st Mort. assumed by C. & N. W. | 1,000,000 | 10 | April & Oct. | New York. | 1877 | .... | Construct. Mort. end by Ga. R.R. | 370,000 | 7 | " | " | 1879 | .... |
| Laif., Blooming. & Miss. (T.W. & W.) | | | | | | | Macon and Brunswick: | | | | | | |
| 1st Mortgage gold guar..... | 1,300,000 | 7* | Feb. & Aug. | New York. | 1891 | 59 | 1st Mort. endorsed by Ga..... | 1,900,000 | 7 | Jan. & July. | New York. | 1887 | .... |
| Laif., Muncie & Bloom. (T.W. & W.) | | | | | | | 1st Mort. " " " " " " " " | 600,000 | 7 | May & Nov. | " | 1905 | .... |
| 1st Mortgage gold guar..... | 1,500,000 | 7* | Feb. & Aug. | New York. | 1901 | 60 | 2d Mortgage..... | 1,100,000 | 7 | April & Oct. | " | 1889 | .... |
| Lake Erie and Louisville: | | | | | | | Equipment Mortgage..... | 150,000 | 7 | " | " | 1879 | .... |
| 1st Mortgage..... | 300,000 | 7 | April & Oct. | New York. | 1892 | .... | Madison and Portage: | | | | | | |
| 2d Mortgage..... | 580,000 | 7 | Jan. & July. | " | 1902 | .... | 1st Mort., guar. by Chi. and Sup. | 600,000 | 7* | April & Oct. | New York. | 1890 | .... |
| Lake Ontario Shore: | | | | | | | Maine Central: | | | | | | |
| 1st Mortgage (\$20,000 pr. m.)... | 1,438,200 | 7* | Jan. & July. | New York. | 1897 | .... | Consolidated Mortgage..... | 545,800 | 7* | April & Oct. | Boston. | 1912 | .... |
| Lake Shore & Michigan South'n: | | | | | | | \$1,100,000 Loan, tax free..... | 758,886 | 7* | Jan. & July. | " | 1898 | .... |
| Sinking Fund Mortgage..... | 1,600,000 | 7 | April & Oct. | New York. | 1879 | .... | Extension (gold) Loan..... | 496,500 | 6 | April & Oct. | " | 1900 | .... |
| Consol. Mort., S.F., Registered. | 4,250,000 | 7 | J. A. J. & O. | " | 1900 | 102 | 1st Mort. (Belfast & Mooshead) | 160,000 | 6* | May & Nov. | Belfast & Bost. | 1890 | .... |
| Consol. Mort., S.F., Coupon..... | 1,709,000 | 7 | Jan. & July. | " | 1900 | 102 1/2 | \$1,100,000 (A. & Ken.) Loan..... | 1,100,000 | 6 | Jan. and July. | Boston. | 90-91 | .... |
| 2d Consol. Mort. for \$26,000,000. | 9,500,000 | 7 | June & Dec. | " | 1903 | 95 1/2 | 1st Mortgage (Ken. & Portland.) | 217,300 | 6 | April & Oct. | Augusta. | 1885 | .... |
| Bonds of 1892 (Reg. & Coupon) | 3,529,000 | 7 | April & Oct. | " | 1882 | .... | Consol. (Port. & Kennebec) Loan | 1,165,700 | 6 | " | Boston. | 1895 | .... |
| Lake Shore Dividend Bonds..... | 1,444,000 | 7 | " | " | 1899 | 100 1/2 | 2d Mort. (Somerset & Kennebec) | 260,000 | 6 | June & Dec. | " | 1876 | .... |
| Reg. Mort. (Clev., Pain. & Ash.) | 1,000,000 | 7 | Jan. & July. | " | 1882 | 102 1/2 | 1st Mort. (Leeds & Far. g'ton) | 633,000 | 6 | Jan. & July. | " | 1901 | .... |
| 3d Mort. (") " " " " " " | 1,000,000 | 7 | April & Oct. | " | 1892 | 100 1/2 | Bath (Androscoogin) Loan..... | 425,000 | 6 | " | " | 1891 | .... |
| 1st Mort. (Mich. So. & Nor. Ind.) | 5,256,000 | 7 | May & Nov. | " | 1885 | 103 | Mansfield & Framing. (B.C. & F.) | 300,000 | 7 | Jan. & July. | Boston. | 1880 | 88 |
| 2d Mort. (") " " " " " " | 2,692,000 | 7 | " | " | 1877 | 103 1/2 | 1st Mortgage, guaranteed..... | 1,050,000 | 7* | Feb. & Aug. | London. | 1891 | .... |
| 1st Mort. (Cleveland & Toledo) | 1,595,000 | 7 | Jan. & July. | " | 1885 | 106 | Marietta and Cincinnati: | | | | | | |
| 2d Mort. (") " " " " " " | 860,000 | 7 | April & Oct. | " | 1886 | 100 | 1st Mortgage, Sterling..... | 2,450,000 | 7 | " | Baltimore. | 1891 | 100 1/2 |
| Mort. Bonds (Buffalo and Erie) | 200,000 | 7 | Jan. & July. | " | 1882 | .... | 2d Mortgage Dollar..... | 2,500,000 | 7 | May & Nov. | " | 1896 | 96 1/2 |
| Mort. Bonds (") " " " " " | 300,000 | 7 | March & Sept. | " | 1886 | .... | 3d Mortgage Dollar..... | 3,000,000 | 8 | Jan. & July. | " | 1890 | 79 1/2 |
| Mort. Bonds (") " " " " " | 3,000,000 | 7 | April & Oct. | " | 1898 | 104 1/2 | 4th Mortgage..... | 2,004,000 | 8 | April & Oct. | " | 1908 | .... |
| 1st M. (Detri', Monroe & Toledo) | 924,000 | 7 | Feb. & Aug. | " | 1876 | 100 1/2 | 1st Mort. (Scioto & Hock. Val.) | 300,000 | 7 | May & Nov. | " | 1896 | .... |
| 1st M. (Kalam. & White Pigeon) | 400,000 | 7 | Jan. & July. | " | 1890 | .... | Marietta and Pittsburg: | | | | | | |
| 1st M. (S-hool. & Three Rivers) | 100,000 | 8 | " | " | 1887 | .... | 1st Mortgage gold..... | 1,500,000 | 7* | Feb. & Aug. | New York. | 1895 | .... |
| 1st M. (Kalamaz. & Schoolcraft) | 100,000 | 8 | " | " | 1887 | .... | Marquette, Houghton & Ontonagon: | | | | | | |
| 1st M. (Kal. Allegan & Gr. Rap.) | 840,000 | 8 | " | " | 1888 | 95 1/2 | 1st Mortgage (Marq. & Ont.)... | 1,760,000 | 8 | Jan. & Dec. | New York. | 1892 | .... |
| 1st M. (Jamestown & Franklin) | 400,000 | 7 | " | " | var | .... | 1st Mort. (Houghton and Ont.)... | 2,000,000 | 8 | Jan. & July. | " | 1892 | .... |
| 2d M. (") " " " " " " | 568,000 | 7 | June & Dec. | " | 1894 | .... | Consolidated Mortgage..... | 1,454,000 | 8-10 | Various. | " | 92-93 | .... |
| Lake Shore & Tuscarawas Valley: | | | | | | | Massachusetts Valley (C. & F. R.): | | | | | | |
| 1st Mortgage gold..... | 2,000,000 | 7* | April & Oct. | Cleveland, O. | 1901 | .... | 1st Mortgage guaranteed..... | 400,000 | 6* | Jan. & July. | Boston. | 1870 | 90 |
| 2d Mortgage..... | 696,000 | 7 | " | " | 1892 | .... | Maryland and Delaware: | | | | | | |
| Elyria and Black Riv. b'ds ass'd | 180,000 | 7 | May & Nov. | " | 1892 | .... | 1st Mortgage..... | 850,000 | 6 | May & Nov. | Boston. | 1885 | .... |
| Lake Superior & Mississippi: | | | | | | | 2d Mortgage..... | 150,000 | 6 | June & Dec. | " | 1889 | .... |
| 1st Mort. skg fund gold tax free. | 4,500,000 | 7* | Jan. & July. | N.Y.-Bost.-Ph | 1900 | 43 1/2 | Massillon & Clevel. (C.M. V. & D.) | 100,000 | 7* | Jan. & July. | New York. | 1890 | .... |
| 2d Mort. gold tax free and conv. | 3,200,000 | 7* | April & Oct. | " | 1900 | .... | 1st Mortgage guaranteed, gold.. | 100,000 | 7* | Jan. & July. | New York. | 1890 | .... |
| Income Bonds..... | 3,147,000 | 10 | " | " | 1902 | .... | Maysville and Lexington: | | | | | | |
| Lawrence (P. F. W. & Chi.): | | | | | | | 1st Mortgage..... | 500,000 | 7* | Jan. & July. | New York. | 1890 | .... |
| 1st Mortgage, guaranteed..... | 355,000 | 7 | Feb. & Aug. | New York. | 1895 | .... | Memphis and Charleston: | | | | | | |
| Leavenworth, Atch. & N. West'n: | | | | | | | 1st Mortgage, Convertible..... | 1,293,000 | 7 | March & Sept. | New York. | 1880 | .... |
| 1st Mort. guar. by Pac. of Mo.: | 500,000 | 7 | April & Oct. | New York. | 1899 | .... | 2d Mortgage..... | 1,000,000 | 7 | Jan. & July. | " | 1885 | .... |
| Leaven., Lawrence & Galveston: | | | | | | | Tennessee State Loan..... | 1,514,142 | 6 | " | " | " | .... |
| 1st Mort. skg fund conv. gold.... | 5,000,000 | 10 | Jan. & July. | N. Y. & Bost. | 1899 | .... | Income Bonds..... | 600,000 | 10 | March & Sept. | " | 73-78 | .... |
| 1st Mort. (K. C. & S. N. Fe.) guar. | 720,000 | 10 | May & Nov. | Boston. | 1890 | .... | Memphis and Little Rock: | | | | | | |
| 1st Mort. (Southern Kan.) guar | 180,000 | 8 | June & Dec. | " | 1891 | .... | 1st Mortgage (Land Grant)..... | 1,300,000 | 8 | May & Nov. | New York. | 1890 | .... |
| Lehigh and Lackawanna: | | | | | | | 2d Mortgage..... | 1,000,000 | 8 | " | " | .... | .... |
| 1st Mortgage tax free..... | 300,000 | 7 | Feb. & Aug. | Philadelphia. | 1897 | .... | Michigan Air Line (Mich. Cent.): | | | | | | |
| Lehigh Valley: | | | | | | | 1st Mort. (E. Div.) assumed.... | 200,000 | 8 | May and Nov. | New York. | 1890 | 102 |
| 1st Mortgage (new loan)..... | 5,000,000 | 6 | June & Dec. | Philadelphia. | 1898 | 103 | 1st Mortgage, convertible..... | 558,000 | 8 | April & Oct. | Boston. | 1892 | .... |
| 2d Mortgage for \$6,000,000..... | 6,000,000 | 7 | March & Sept. | " | 1910 | 108 | 2d Mortgage sinking fund conv. | 2,179,000 | 8 | " | " | 1882 | 114 |
| General Mort. for \$40,000,000. | 5,000,000 | 6* | June & Dec. | London. | 1923 | .... | Consol. Mortgage for \$10,000,000 | 8,000,000 | 7 | May & Nov. | New York. | 1902 | 104 1/2 |
| Lewisb. Centre & Spruce C. (Pa. E.) | | | | | | | 1st Mort. (M. Air L.W.D. ass'd) | 1,900,000 | 8 | Jan. & July. | " | 1890 | 105 |
| 1st Mortgage..... | 1,545,000 | 7 | May & Nov. | Philadelphia. | 1902 | .... | Equipment Bonds for \$800,000.. | 600,000 | 8 | Apr. and Oct. | N. Y. & Bost. | 1883 | .... |
| Lexington & St. Louis (A. & P.): | | | | | | | Michigan Lake Shore: | | | | | | |
| 1st Mortgage gold..... | 1,000,0 | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|------------|-------|-------------------|---------------|---------|---------|---|--------------|-------|-------------------|------------------|---------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Minneapolis & St. L. (L. Sup. & M.): | \$ 700,000 | 7* | Jan. & July. | New York. | 1911 | .... | N. O. Jack. & Gt. N. (N. O. St. L. & C.): | \$ 3,000,000 | 8 | Jan. & July. | New York. | 1886 | .... |
| 1st Mortgage gold, guaranteed.. | 700,000 | 7* | Jan. & July. | New York. | 1911 | .... | 1st Mortgage..... | 3,000,000 | 8 | Jan. & July. | New York. | 1886 | .... |
| Minnesota and North Western: | | | | | | | 2d Mortgage for \$3,000,000..... | 1,500,000 | 8 | April & Oct. | " | 1890 | .... |
| 1st Mort. gold, skg fd & tax free | 20,000pm | 7* | Jan. & July. | Detroit. | 1890 | .... | Consol. Mort. for \$8,000,000..... | 3,000,000 | 7* | Jan. & July. | " | 1912 | .... |
| Mississippi Cent. (N. O. St. L. & Chi.): | | | | | | | New Orleans, Mobile and Texas: | | | | | | |
| 1st Mortgage..... | 1,012,500 | 7 | May & Nov. | New York. | '74-'84 | .... | 1st Mort. (Mobile to N. Orleans) | 4,000,000 | 7* | Jan. & July. | N. Y. & Lond. | 1915 | .... |
| 2d Mortgage..... | 2,000,000 | 8 | Feb. & Aug. | " | 1886 | .... | 1st Mort. (N. Orleans to Texas) | 7,250,000 | 8 | " | New York. | 1915 | .... |
| General Mort. for \$8,000,000 gold | 3,704,500 | 7* | May & Nov. | " | 1912 | .... | 2d Mort. endorsed by Louisiana. | 2,825,000 | 8 | " | " | 1915 | .... |
| Mississippi, Ouachita & Red Riv.: | | | | | | | New York, Boston and Montreal: | | | | | | |
| 1st Mortgage gold..... | 2,040,000 | 7* | Jan. & July. | ..... | 1900 | .... | 1st Mortgage for \$12,250,000..... | 6,617,500 | 7* | Feb. & Aug. | N. Y. or Lond. | 1903 | .... |
| Mississippi and Tennessee: | | | | | | | New York & Canada (D. & H. C.): | | | | | | |
| 1st Mortgage..... | 600,000 | 7 | April & Oct. | Memphis. | 1876 | .... | 1st Mort. for \$200,000, guar..... | 4,000,000 | 6* | May & Nov. | London. | 1904 | .... |
| Consolidated Mortgage..... | 1,254,000 | 8 | Jan. & July. | " | '81-'93 | .... | New York Central & Hudson R.: | | | | | | |
| Tennessee State Loan..... | 430,547 | 6 | ..... | " | .... | .... | Debt Certificates (N. Y. Cent.) | 5,936,626 | 6 | May & Nov. | New York. | 1883 | 101 1/2 |
| Mississippi Valley and Western: | | | | | | | Bonds for debts assum'd (N. Y. C.) | 1,514,000 | 7 | Feb. & Aug. | " | 1876 | .... |
| 1st Mortgage \$20,000 p. m..... | 800,000 | 7 | Feb. & Aug. | New York. | 1902 | .... | Bonds for R. & N. F. stks (") | 74,500 | 6 | May & Nov. | " | 1883 | .... |
| Missouri, Iowa and Nebraska: | | | | | | | Bonds for R. R. Stocks (") | 592,000 | 6 | " | " | 1883 | 97 1/2 |
| 1st Mortgage gold, sinking fund. | 2,000,000 | 7* | June & Dec. | ..... | 1910 | .... | Bonds for Real Estate (") | 162,000 | 6 | " | " | 1883 | 99 1/2 |
| Missouri, Kansas and Texas: | | | | | | | Bonds of 1864 renewed (") | 2,431,000 | 6 | June & Dec. | " | 1887 | 100 |
| 1st Mort. (U. Pac. S. Br.) skg fund | 3,220,000 | 6* | Jan. & July. | New York. | 1899 | .... | 2d Mort. (Hudson River) S. F.: | 1,794,000 | 7 | " | " | 1886 | 107 1/2 |
| 1st Mort. (Tebo & Neosho) S. F.: | 362,000 | 7* | June & Dec. | " | 1903 | .... | 3d Mort. (") | 159,000 | 7 | May & Nov. | " | 1875 | 104 |
| Consol. Land Grant, skg fd gold | 10,418,000 | 7* | Feb. & Aug. | " | 1904 | .... | Bonds of 1871, tax free..... | 1,950,000 | 7 | April & Oct. | " | 1891 | .... |
| Additional Consol. Mort..... | 2,500,000 | 7 | " | " | 1905 | .... | 1st Mort., coup. for \$30,000,000 | 3,904,000 | 7 | Jan. & July. | " | 1903 | 114 1/2 |
| Further Add. Consol. Mort..... | 600,000 | 7 | " | " | 1906 | .... | 1st Mort., reg'd | ..... | 7 | " | " | 1903 | 113 1/2 |
| Missouri River, Ft. Scott & Gulf: | | | | | | | 1st Mort. Sterling for \$2,000,000 | 9,733,333 | 6* | " | London. | 1903 | .... |
| 1st Mortgage, Land Grant, S. F. | 5,000,000 | 10 | Jan. & July. | New York. | 1889 | 50 | New York and Harlem: | | | | | | |
| 2d Mortgage..... | 2,000,000 | 10 | April & Oct. | N. Y. & Bost. | 1890 | .... | Consolidated Mortgage of 1863.. | 103,000 | 6 | Feb. & Aug. | New York. | 1893 | .... |
| Mobile and Girard. | | | | | | | Sinking Fund Mortgage of 1861. | 108,899 | 7 | Jan. & July. | " | 1881 | .... |
| 1st Mortgage..... | 377,500 | 7 | Jan. & July. | Savannah. | 1876 | .... | Consolidated Mort. of 1872..... | 6,822,000 | 7 | May & Nov. | " | 1900 | 112 1/2 |
| 2d Mortgage..... | 300,000 | 8 | " | New York. | 1889 | .... | N. York, Housatonic & Northern: | | | | | | |
| Mobile and Montgomery: | | | | | | | 1st Mortgage..... | 249,000 | 7* | April & Oct. | New York. | 1902 | .... |
| 1st Mort. endor. by State of Ala. | 2,434,000 | 8* | May & Nov. | New York. | 1900 | .... | New York, Kingston & Syracuse: | | | | | | |
| 2d Mortgage..... | 800,000 | 8 | " | " | 1900 | .... | 1st Mort. for \$4,000,000..... | 2,500,000 | 7* | Jan. & July. | New York. | 1902 | .... |
| Mobile and Ohio: | | | | | | | New York, N. Haven & Hartford: | | | | | | |
| 1st Mortgage Sterling..... | 5,732,000 | 6* | May & Nov. | Mob. & Lond. | 1883 | .... | 1st Mort. (N. Y. and N. Haven) | 1,059,000 | 6 | April & Oct. | New York. | 1875 | 100 1/2 |
| Interest bonds..... | 1,532,000 | 8 | " | Mobile. | '76-'83 | .... | 1st Mort. (Hartford & Portchester) | 1,000,000 | 7 | " | " | 1903 | .... |
| Sterling Interest bonds..... | 769,920 | 6* | " | London. | 1883 | .... | New York and Oswego Midland: | | | | | | |
| Tennessee Subsidy Bonds..... | 1,686,000 | 7* | Jan. & July. | N. Y. & Lond. | 1901 | .... | 1st Mortgage gold, tax free..... | 8,000,000 | 7* | Jan. & July. | New York. | 1894 | .... |
| Special Mort. (Gainesville Brh) | 68,000 | 8 | May & Nov. | Mobile. | 1877 | .... | 2d Mortgage convertible..... | 2,500,000 | 7 | May & Nov. | " | 1895 | .... |
| 2d Mortgage..... | 1,458,858 | 8 | March | " | 1877 | .... | 2d Mortgage non-convertible... | 1,500,000 | 7 | " | " | 1896 | .... |
| Consol. Mort. for \$15,000,000..... | ..... | 7 | Jan. & July. | N. Y. & Lond. | 1904 | .... | 3d Mort., Equipment..... | 3,800,000 | 7 | " | " | .... | .... |
| Convertible 3 per cent. bonds..... | 847,976 | 8 | M. J. S. & D. | New York. | .... | .... | 1st Mort., (West. Extension)..... | 2,425,000 | 7 | " | " | .... | .... |
| Montclair (N. Y. and O. Mid.): | | | | | | | Consolidated Mortgage..... | 1,200,000 | 7 | " | " | .... | .... |
| 1st Mortgage gold, guar..... | 1,800,000 | 7* | March & Sept. | New York. | .... | .... | New York, Providence & Boston: | | | | | | |
| 2d Mortgage..... | 780,000 | 7 | " | " | .... | .... | 1st Mortgage..... | 76,000 | 6 | Feb. & Aug. | New York. | 1878 | .... |
| Income Mortgage..... | 888,400 | 7 | " | " | .... | .... | Improvement Bonds..... | 100,000 | 7 | Jan. & July. | " | 1876 | .... |
| Montgomery and Erie (Erie): | | | | | | | Extension Bonds..... | 250,000 | 6 | May & Nov. | " | '78-'81 | .... |
| 1st Mortgage..... | 127,000 | 7 | May & Nov. | New York. | 1888 | .... | General Mort. for \$1,000,000..... | 827,000 | 7 | Jan. & July. | " | 1899 | .... |
| 2d Mortgage..... | 47,000 | 7 | April & Oct. | " | 1887 | .... | Norfolk & Petersburg (A. M. & O.): | | | | | | |
| Montgomery and Eufaula: | | | | | | | 1st Mortgage..... | 306,000 | 8 | Jan. & July. | New York. | 1877 | .... |
| 1st Mortgage end. by Ala. gold. | 1,040,000 | 8* | March & Sept. | New York. | 1886 | .... | 1st Mortgage..... | 157,000 | 7 | " | " | 1877 | .... |
| 1st Mortgage not endorsed..... | 330,000 | 8 | June and Dec. | " | 1900 | .... | 2d Mortgage..... | 468,000 | 8 | " | Norfolk. | 1893 | .... |
| Monticello and Port Jervis: | | | | | | | North Carolina: | | | | | | |
| 1st Mortgage gold, tax free..... | 500,000 | 7* | J. A. J. & O. | New York. | 1890 | .... | 1st Mortgage..... | 375,000 | 8 | May & Nov. | Co's Shops, N.C. | 1878 | .... |
| Morris and Essex (D. L. & W.): | | | | | | | North Eastern (S. Car.): | | | | | | |
| 1st Mortgage sinking fund, guar. | 5,000,000 | 7 | May & Nov. | New York. | 1914 | 113 | 1st Mortgage..... | 820,000 | 8 | March & Sept. | Charleston. | 1899 | .... |
| 2d Mortgage guar..... | 3,000,000 | 7 | Feb. & Aug. | " | 1891 | 105 1/2 | 2d Mortgage..... | 225,500 | 8 | " | " | 1899 | .... |
| Convertible bonds..... | 383,600 | 7 | Jan. & July. | " | 1900 | .... | North Missouri (St. L., K. C. & N.): | | | | | | |
| Construction bonds of 1871..... | 640,000 | 7 | April & Oct. | " | 1889 | 99 | 1st Mortgage..... | 6,000,000 | 7 | Jan. & July. | New York. | 1895 | 86 |
| General Mortgage..... | 2,975,000 | 7 | " | " | 1901 | 100 | North Pennsylvania: | | | | | | |
| Special..... | 1,029,000 | 7 | " | " | .... | .... | 1st Mortgage..... | 2,159,500 | 6 | Jan. & July. | Philadelphia. | 1885 | 103 1/2 |
| Nashville, Chattanooga & St. Louis: | | | | | | | 2d Mortgage..... | 1,500,000 | 7 | May & Nov. | " | 1896 | 108 |
| 1st Mort., endorsed by Tenn..... | 1,450,000 | 6 | Jan. & July. | New York. | '74-'83 | 82 1/2 | Chattel Mortgage..... | 380,000 | 10 | April & Oct. | " | 1877 | 105 |
| 2d Mort. (Government Subsidy) | 1,000,000 | 4 | " | " | '81-'91 | .... | General Mortgage..... | 436,500 | 7 | Jan. & July. | " | 1903 | 104 1/2 |
| New Mortgage..... | 5,900,000 | 7 | " | " | 1913 | .... | North Shore (Flush., N. S. & Cent): | | | | | | |
| Nashville and Decatur (L. & Nash.): | | | | | | | 1st Mortgage..... | 135,000 | 7 | Feb. & Aug. | New York. | 1887 | .... |
| 1st Mortgage sinking fund, guar. | 2,100,000 | 7 | Jan. & July. | New York. | 1900 | .... | Northern Central: | | | | | | |
| 2d Mortgage gold..... | 500,000 | 6* | April & Oct. | Nashville. | 1887 | .... | 1st Mortgage, Md. State loan..... | 1,500,000 | 6 | J. A. J. & O. | Annapolis. | Irred. | .... |
| Naugatuck: | | | | | | | 2d Mortgage S. F. Coupon..... | 1,570,000 | 6 | Jan. & July. | Baltimore. | 1885 | 99 1/2 |
| 1st Mortgage..... | 103,000 | 7 | Jan. & July. | Bridgeport. | 1876 | .... | 3d Mortgage Coupon..... | 1,160,000 | 6 | April & Oct. | Phila. & Balt. | 1900 | 9 |
| Newark & New York (C. of N. J.): | | | | | | | 3d Mort. (York & Cumb.) guar. | 500,000 | 6 | Jan. & July. | Baltimore. | 1877 | 100 1/2 |
| 1st Mortgage guar..... | 600,000 | 7 | Jan. & July. | New York. | 1891 | .... | Income conv. coupon..... | 1,000,000 | 7 | April & Oct. | Harrisburg. | 1880 | .... |
| Newark, Somerset & Stratford: | | | | | | | Income coupon..... | 3,000,000 | 7 | Jan. & July. | " | 1922 | .... |
| 1st Mortgage gold..... | 860,000 | 7* | May & Nov. | New York. | 1889 | .... | Consol. Mort. coupon..... | 2,599,000 | 6* | " | Baltimore. | 1900 | 95 |
| New Bedford: | | | | | | | Consol. Mort. registered..... | 205,000 | 6* | April & Oct. | " | 1900 | .... |
| 1st Mort. (New Bed. & T. & Ant.) | 172,500 | 6 | Jan. & July. | Boston. | 1881 | 98 1/2 | Consol. General Mort. S. F.: | 2,000,000 | 6* | Jan. & July. | Lond. & Balt. | 1904 | .... |
| New Issue for \$360,000..... | 350,000 | 7 | " | " | 1894 | 105 1/2 | Northern New Jersey (Erie): | | | | | | |
| Newburyport: | | | | | | | 1st Mortgage skg fd guar..... | 400,000 | 7 | Jan. & July. | Jersey City. | 1878 | .... |
| 1st Mortgage..... | 300,000 | .... | ..... | ..... | .... | .... | Northern Pacific: | | | | | | |
| New Haven and Derby: | | | | | | | 1st Mort. on R. R. & lands gold.. | 30,000,000 | 7.3* | Jan. & July. | New York. | 1900 | 21 |
| 1st Mortgage..... | 525,000 | 7 | Various. | New Haven. | 98-'00 | .... | Northwestern Virginia: | | | | | | |
| New H. Middle'n & Willman: | | | | | | | 3d Mort., assumed by B. and O. | 140,000 | 6 | Jan. & July. | Baltimore. | 1885 | 100 |
| 1st Mortgage (coup. & reg.)..... | 3,000,000 | 7 | May & Nov. | New York. | 1889 | .... | Northwestern Union (C. & N. W.): | | | | | | |
| 2d Mortgage..... | 880,000 | 7 | " | " | 1881 | .... | 1st Mortgage..... | 3,500,000 | 7* | ..... | New York. | .... | .... |
| New Haven and Northampton: | | | | | | | Norwich & Worcester (B. H. & E.): | | | | | | |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | N. Y. & N. H. | 1899 | .... | 1st Mort. Mass. Loan, skg. fd..... | 400,000 | 6 | Jan. & July.</ | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|------------|-------|-------------------|---------------|---------|---------|---|-----------|-------|-------------------|----------------|---------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Old Colony: | \$ | | | | | | Philadelphia, Wilmington & Balt.: | \$ | | | | | |
| Plain Bonds | 1,000,000 | 6 | March & Sept. | Boston. | 1876 | 100 1/2 | Mortgage Loan, convertible | 302,000 | 6 | Jan. & July. | Phila. & Bost. | 1884 | 96 |
| Plain Bonds | 32,000 | 5 | " | " | 1884 | | Loan of 1868 | 400,000 | 6 | April & Oct. | " | 1876 | |
| Plain Bonds | 458,000 | 6 | April & Oct. | " | 1875 | 99 1/2 | Loan of 1867 | 1,000,000 | 6 | " | " | 1887 | |
| Plain Bonds | 1,450,000 | 7 | Feb. & Aug. | " | 1877 | 102 | Loan of 1872 | 500,000 | 6 | " | " | 1892 | |
| New Bonds for \$3,000,000 | 1,192,000 | 7 | March & Sept. | " | 1894 | 108 | Pickering Valley (Phila. & Rdg.): | | | | | | |
| Cape Cod Railroad Bonds | 265,500 | 7 | Feb. and Aug. | " | 1881 | | 1st Mortgage, guaranteed | 331,800 | 7 | April & Oct. | Philadelphia. | 1900 | |
| Omaha and Northwestern: | | | | | | | Pittsburg, Cin. & St. Louis (Pa.): | | | | | | |
| 1st Mort. Land Grant, Gold | 16,000 pm | 7 3/4 | Jan. & July. | New York. | 1901 | | 1st Mort. (Col. & Newark Div.) | 775,000 | 7 | Jan. & July. | Philadelphia. | 1890 | |
| Omaha and Southwestern: | | | | | | | 1st Mort. (Steub. & Ind.) conv. | 3,000,000 | 6 | Monthly. | New York. | 1884 | |
| 1st Mortgage \$20,000 p. m. | 1,034,000 | 8 | June & Dec. | Boston. | 1896 | 94 1/2 | 2d Mortgage | 5,000,000 | 7 | April & Oct. | Philadelphia. | 1913 | |
| Orange, Alex. and Manassas— | | | | | | | Consol. Mortgage for \$10,000,000. | 6,212,000 | 7 | Feb. & Aug. | " | 1900 | 76 |
| See Wash. C., Va. Mid. & Gt. So. | | | | | | | Pittsburg, Ft. Wayne & Chicago: | | | | | | |
| Oregon and California: | | | | | | | 1st Mortgage (Series A) | 875,000 | 7 | Jan. & July. | New York. | 1912 | 110 |
| 1st Mortgage gold | 10,950,000 | 7 | April & Oct. | New York. | 1888 | | 1st Mortgage (Series B) | 875,000 | 7 | Feb. & Aug. | " | 1912 | |
| Ouag Valley & Southern Kansas: | | | | | | | 1st Mortgage (Series C) | 875,000 | 7 | March & Sept. | " | 1912 | |
| 1st Mortgage (5-20 years) | 200,000 | 10 | Jan. & July. | New York. | 1888 | | 1st Mortgage (Series D) | 875,000 | 7 | April & Oct. | " | 1912 | |
| Oshkosh & Miss. (C.M. & S.P.): | | | | | | | 1st Mortgage (Series E) | 875,000 | 7 | May & Nov. | " | 1912 | |
| 1st Mortgage | 240,000 | 8 | Jan. & July. | New York. | 1891 | | 1st Mortgage (Series F) | 875,000 | 7 | June & Dec. | " | 1912 | |
| Oswego and Rome (R.W. & O.): | | | | | | | 2d Mortgage (Series G) | 860,000 | 7 | Jan. & July. | " | 1912 | 104 1/2 |
| 1st Mortgage | 500,000 | 7 | May & Nov. | New York. | 1916 | | 2d Mortgage (Series H) | 860,000 | 7 | Feb. & Aug. | " | 1912 | |
| Income Mortgage | 112,100 | 6 | Feb. & Aug. | " | 1891 | | 2d Mortgage (Series I) | 860,000 | 7 | March & Sept. | " | 1912 | |
| Oswego and Syracuse (D.L. & W.): | | | | | | | 2d Mortgage (Series K) | 860,000 | 7 | April & Oct. | " | 1912 | |
| 1st Mortgage, guaranteed | 201,000 | 7 | May & Nov. | New York. | 1885 | | 2d Mortgage (Series L) | 860,000 | 7 | May & Nov. | " | 1912 | |
| Ottawa, Oswego & Fox River: | | | | | | | 2d Mortgage (Series M) | 860,000 | 7 | June & Dec. | " | 1912 | |
| 1st Mortgage guar. by C.B. & Q. | 1,194,000 | 8 | Jan. & July. | N.Y. & Bost. | 1900 | 99 | 2d Mortgage | 2,000,000 | 7 | April & Oct. | " | 1912 | 105 |
| Owensboro' and Russellville. | | | | | | | Bridge (O. & P. R. R.) bonds | 111,000 | 7 | May & Nov. | Philadelphia. | 1876 | |
| 1st Mortgage for \$1,500,000 | 1,500,000 | 8 | Feb. & Aug. | New York. | 1892 | | Construction bonds of Jan. 1, '70 | 100,000 | 7 | Jan. & July. | New York. | 1877 | |
| Pacific of Missouri (Atl. & Pac.): | | | | | | | Equipment bonds | 1,000,000 | 8 | March & Sept. | " | 1879 | |
| 1st Mortgage gold | 7,000,000 | 6 | Feb. & Aug. | New York. | 1888 | 92 1/2 | Pittsburg, Va. and Charleston: | | | | | | |
| 2d Mortgage sinking fund | 2,873,000 | 7 | Jan. & July. | " | 1891 | 79 | 1st Mortgage | 700,000 | 7 | April & Oct. | New York. | 1902 | |
| Income Bonds | 1,154,600 | 7 | " | " | 1892 | | Pittsburg, Wash. & Baltimore: | | | | | | |
| St. Louis County Debt | 700,900 | 7 | Monthly. | St. Louis. | 1885 | | 1st Mort. (Pittsb. & Conn'sville) | 4,000,000 | 7 | Jan. & July. | Baltimore. | 1898 | 93 1/2 |
| Real Estate Bonds | 800,000 | 8 | May & Nov. | New York. | 1892 | | 2d Mort. do. (Balt. Loan) | 5,000,000 | 6 | May & Nov. | " | 1902 | |
| 1st Mort. (Carondelet Branch) | 500,000 | 6 | April & Oct. | " | 1893 | 75 | 1st Mort. (Turtle Cr. Div. 104 m) | 400,000 | 6 | Feb. & Aug. | Pittsburg. | 1889 | |
| 1st Mort. (Leav. Atch. & N.W.) | 500,000 | 7 | " | " | 1889 | | Real Estate Mortgage | 100,000 | 6 | " | Baltimore. | 1883 | |
| 1st Mort. (Lex. & St. Louis) gold | 900,000 | 6 | Jan. & July. | " | 1887 | | Plymouth, Kankakee & Pacific: | | | | | | |
| Paducah and Memphis: | | | | | | | 1st Mortgage for \$3,600,000 | 20,000 pm | 7 | Jan. & July. | New York. | 1901 | |
| 1st Mortgage gold for \$2,805,000. | 1,541,000 | 7 | Feb. & Aug. | New York. | 1902 | | Port Huron and Lake Michigan: | | | | | | |
| Panama: | | | | | | | 1st Mortgage gold, for \$1,800,000 | 1,800,000 | 7 | May & Nov. | New York. | 1899 | |
| General Mortgage, stg £597,800. | 2,889,330 | 7 | April & Oct. | London. | 1897 | | Portland & Ogdensb. (Me. & N.H.): | 800,000 | 6 | Jan. & July. | Boston. | 1900 | |
| Paris and Decatur: | | | | | | | 1st Mort. (Maine Section) gold | 3,300,000 | 6 | May & Nov. | " | 1901 | |
| 1st Mortgage gold, S. F. | 1,200,000 | 7 | Jan. & July. | N. Y. & Lond. | 1892 | | Consol. Mort. gold, for \$3,300,000 | 2,300,000 | 6 | May & Nov. | N.Y. & Bost. | 1891 | |
| Paterson and Newark (Erie): | | | | | | | Portland and Ogdensburg (Vt.): | | | | | | |
| 1st Mortgage guaranteed | 500,000 | 7 | Jan. & July. | New York. | 1878 | | 1st Mortgage gold, for \$2,300,000 | 250,000 | 6 | Jan. & July. | Portland. | 1883 | |
| Pekin, Linc. & Decatur (T.W. & W.): | | | | | | | Portland and Oxford Central: | | | | | | |
| 1st Mortgage, guaranteed | 1,076,000 | 7 | Feb. & Aug. | New York. | 1900 | 62 1/2 | 1st Mortgage of 1863 | 700,000 | 6 | Jan. & July. | Boston. | 1887 | |
| Pemberton & Hights (U.C. of N.J.): | | | | | | | 1st Mort. (Portland Loan) skg fd | 357,000 | 7 | April & Oct. | " | 1887 | |
| 1st Mortgage guaranteed | 160,000 | 7 | Jan. & July. | Philadelphia. | 1889 | | 2d Mort. (Portland Loan) | 350,000 | 7 | Mar. & Sept. | " | 1891 | |
| Peninsular (Mich.) Railway: | | | | | | | Port Royal (S. C.): | | | | | | |
| 1st Mortgage gold (S.F.) 1st series | 1,800,000 | 7 | May & Nov. | N.Y. or Lond. | 1899 | | 1st Mortgage gold, skg fd | 1,500,000 | 7 | May & Nov. | N.Y. & Lond. | 1889 | |
| 1st Mortgage gold (S.F.) 2d series | 979,000 | 7 | " | " | 1900 | | 1st Mort. gold, guar. by Ga. Co. | 1,000,000 | 7 | " | " | 1889 | |
| Pennsylvania: | | | | | | | Portsmouth, Gt. Falls & Conway: | | | | | | |
| 1st Mort. (Harrisb'g to Pittsb'g) | 4,970,000 | 6 | Jan. & July. | Philadelphia. | 1880 | 103 1/2 | 1st Mort., guar. by Eastern R.R. | 470,000 | 7 | June and Dec. | Boston. | 1893 | 87 |
| 2d Mort. (" ") | 2,583,600 | 6 | April & Oct. | " | 1875 | 101 | Poughkeepsie and Eastern: | | | | | | |
| 2d Mort. stg (" ") | 2,252,240 | 6 | " | London. | 1875 | | 1st Mort. gold, conv. & tax free | 644,500 | 7 | Jan. & July. | New York. | 1910 | |
| General Mortgage (coup. & reg.) | 19,934,760 | 6 | J. A. J. & O. | Philadelphia. | 1910 | 101 | 2d Mortgage | 78,000 | 7 | " | " | | |
| Consolidated Mortgage | 14,550,000 | 6 | Jan. & July. | London. | 1905 | | Providence and Worcester: | | | | | | |
| State lien for \$7,500,000, skg fd | 5,201,675 | 5 | April & Oct. | Philadelphia. | 1874-90 | | 1st Mortgage | 500,000 | 6 | Jan. & July. | Providence. | 1880 | |
| Pennsylvania and Delaware: | | | | | | | Stoughton Branch bonds | 1,000,000 | 6 | " | " | | |
| 1st Mortgage | 360,000 | 7 | Feb. & Aug. | Philadelphia. | 1901 | | Quincy, Alton and St. Louis: | | | | | | |
| Income Mortgage | 310,000 | 7 | April & Oct. | " | 1891 | | 1st Mortgage gold | 1,000,000 | 7 | May & Nov. | Philadelphia. | 1882 | |
| Pennsylvania & New York (L.V.): | | | | | | | Quincy and Palmyra: | | | | | | |
| 1st Mortgage guaranteed | 1,500,000 | 7 | June & Dec. | Philadelphia. | 1896 | 106 1/2 | 1st Mort. assumed by H. & St. Jo. | 500,000 | 8 | Feb. & Aug. | New York. | 1892 | |
| 1st Mortgage guaranteed | 1,500,000 | 7 | " | " | 1906 | | Quincy and Toledo (T.W. & W.): | 500,000 | 7 | May & Nov. | New York. | 1890 | 60 |
| Peoria & Bureau Val (C.R.I. & P.): | | | | | | | 1st Mortgage, guaranteed | 776,000 | 8 | Jan. & July. | Boston. | 1890 | |
| 1st Mortgage guaranteed | 600,000 | 8 | Jan. & July. | New York. | 1877 | | Quincy & Warsaw (C.B. & Q.): | | | | | | |
| Peoria & Hannibal (C.B. & Q.): | | | | | | | 1st Mortgage, guaranteed | 776,000 | 8 | Jan. & July. | Boston. | 1890 | |
| 1st Mortgage, traffic guarantee | 590,000 | 8 | Jan. & July. | Boston. | 1878 | | Reading and Columbia (P. & R.): | | | | | | |
| Peoria, Pekin and Jacksonville: | | | | | | | 1st Mort., Coupon, guaranteed | 650,000 | 7 | March & Sept. | New York. | 1882 | |
| 1st Mortgage | 1,000,000 | 7 | Jan. & July. | New York. | 1894 | | 2d Mort., Coupon, guaranteed | 350,000 | 7 | June & Dec. | Columbia. | 1884 | |
| 2d Mort. conv., and tax free | 1,000,000 | 7 | April & Oct. | " | 1900 | | Rensselaer and Saratoga: | | | | | | |
| Peoria and Rock Island: | | | | | | | 2d Mortgage | 300,000 | 7 | Jan. & July. | Troy. | 1880 | 108 1/2 |
| 1st Mort. gold, conv. & tax free | 1,500,000 | 7 | Feb. & Aug. | N.Y. & Lond. | 1900 | | 3d Mortgage | 150,000 | 7 | " | " | 1887 | |
| 2d Mortgage | 150,000 | 10 | Jan. & July. | New York. | 1900 | | 1st Mort. (Saratoga & Whitehall) | 400,000 | 7 | March & Sept. | New York. | 1886 | |
| Perkiomen (Phila. and Rdg.): | | | | | | | 1st Mort. (Troy, Salem & Rutl.) | 500,000 | 7 | May and Nov. | " | 1890 | |
| 1st Mortgage, guaranteed | 619,000 | 6 | April & Oct. | Philadelphia. | 1897 | 91 | 1st Mortgage (Glenn's Falls) | 125,000 | 7 | Jan. & July. | " | 1894 | |
| Petersburg: | | | | | | | Consol. Mort. for \$2,000,000 | 1,925,000 | 7 | May and Nov. | " | 1921 | |
| 1st Mortgage (instalments) | 341,500 | 8 | Jan. & July. | New York. | 1879-98 | | Richmond and Danville: | | | | | | |
| 2d Mortgage | 500,000 | 8 | " | " | 1902 | | Virginia State Loan, skg fund | 600,000 | 6 | Jan. & July. | Richmond. | 1880 | |
| Philadelphia and Baltimore Cent.: | | | | | | | Virginia State guar. bonds | 157,800 | 6 | " | " | 1875 | |
| 1st Mortgage (Penn. Div. 364 m.) | 800,000 | 7 | Jan. & July. | Philadelphia. | 1879 | | 1st Mort. (Feldmont Branch) | 500,000 | 8 | " | " | 1888 | |
| 1st Mortgage (Md. Div. 94 m.) | 300,000 | 6 | " | " | 1891 | | 1st Mort. (Northwestern, N.C.) | 500,000 | 6 | April & Oct. | N. Y. or Rich. | 1875-90 | 70 |
| 2d Mortgage (Pa. & Md. 46 m.) | 400,000 | 7 | " | " | 1900 | | Consolidated Mortgage | 1,786,000 | 6 | May and Nov. | New York. | 1880 | |
| Philadelphia and Erie (Penn.): | | | | | | | Rick, Fredericksburg & Potomac: | | | | | | |
| 1st Mort. (Sunbury & Erie 40m) | 1,000,000 | 7 | Apr. and Oct. | Philadelphia. | 1877 | 104 1/2 | Sterling Loan | 37,777 | 6 | Jan. & July. | London. | 1875 | |
| 1st Mortgage | 5,000,000 | 6 | " | " | 1881 | 94 1/2 | Dollar Loan | 175,428 | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---------------------------------------|------------|-------|-------------------|---------------|------|--------|-------------------------------------|------------|-------|-------------------|----------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Saginaw Valley and St. Louis: | \$ | | | | | | South Carolina: | \$ | | | | | |
| 1st Mortgage..... | 240,000 | 8 | May & Nov. | Saginaw. | 1892 | .... | 1st Mortgage Sterling..... | 1,486,333 | 5* | Jan. & July. | London. | '82-'88 | .... |
| Saint Croix and Penobscot: | | | | | | | 1st Mortgage (L.) currency..... | 857,000 | 7 | " | New York. | '82-'88 | .... |
| 1st Mort. (Cal. & Baring)..... | 95,200 | 6 | Jan. & July. | Calais, Me. | 1879 | .... | 2d Mort. for \$3,000,000..... | 615,500 | 7 | April & Oct. | " | 1902 | .... |
| 2d Mort. (")..... | 17,500 | 6 | " | " | 1879 | .... | Domestic (G) Bonds..... | 111,000 | 6 | Jan. & July. | Charleston. | 1874 | .... |
| Calais Loan (Lewey's Island)... | 115,000 | 6 | June & Dec. | " | 1878 | .... | Domestic (I) Bonds..... | 1,296,500 | 7 | April & Oct. | " | 1891 | .... |
| St. Joseph & Denver City: | | | | | | | Domestic (K) Bonds..... | 76,000 | 6 | Jan. & July. | " | '80-'92 | .... |
| 1st Mort. (E. D.) gold tax free..... | 1,500,000 | 8* | Feb. & Aug. | N. Y. & Lond. | 1899 | .... | South Georgia and Florida: | | | | | | |
| 1st M. (W.D.) land grant, g'd tax fr | 5,500,000 | 8* | " | " | 1900 | .... | 1st Mort. assumed by Atl. & Gulf | 464,000 | 7 | May & Nov. | New York. | 1888 | .... |
| St. Joseph and St. Louis: | | | | | | | 2d Mort. " " " " " " | 200,000 | 7 | " | " | 1889 | .... |
| 1st Mortgage..... | 1,000,000 | 6 | May & Nov. | New York | 1893 | .... | South Mountain Iron (Cumb. Val): | | | | | | |
| St. Louis, Alton and Terre Haute: | | | | | | | 1st Mortgage guaranteed..... | 200,000 | 6 | June & Dec. | Philadelphia. | 1888 | .... |
| 1st Mortgage skg f'd. (Series A)..... | 1,100,000 | 7 | Jan. & July. | New York. | 1894 | 107 | 2d Mortgage for \$200,000..... | 177,500 | 7 | March & Sept. | " | 1884 | .... |
| 1st Mortgage skg f'd. (Series B)..... | 1,100,000 | 7 | April & Oct. | " | 1894 | .... | South and North Alabama: | | | | | | |
| 2d Mortgage preferred (Series C)..... | 1,400,000 | 7 | Feb. & Aug. | " | 1894 | 90 | 1st Mort., endor. by Ala., gold... | 391,000 | 8* | Jan. & July. | New York. | 1890 | .... |
| 2d Mortgage preferred (Series D)..... | 1,400,000 | 7 | May & Nov. | " | 1894 | .... | Sterling Mort., guar. by L. & N. | £1,100,000 | ... | May & Nov. | London. | .... | .... |
| 2d Mortgage Income (Series E)..... | 1,700,000 | 7 | " | " | 1884 | 76 | South Pacific (Atl. and Pac.): | | | | | | |
| Equipment Mortgage..... | 300,000 | 10 | March & Sept. | " | 1894 | .... | 1st Mortgage gold, assumed.... | 7,189,000 | 6* | Jan. & July. | New York. | 1888 | .... |
| St. Louis, Iron Mt. and Southern: | | | | | | | South Shore (Mass.): | | | | | | |
| 1st Mort. (St. Louis & Iron Mt.)..... | 4,000,000 | 7 | Feb. & Aug. | New York. | 1892 | 90 | 1st Mortgage, sinking fund..... | 175,000 | 6 | April & Oct. | Boston. | '80-'81 | .... |
| 2d Mort. (")..... | 4,222,000 | 7* | May & Nov. | " | 1897 | 55 | South Side, Va. (A., M. and O.): | | | | | | |
| 1st Mort. L.G. (Arkansas Br.)..... | 2,500,000 | 7* | June & Dec. | " | 1895 | .... | 1st preferred bonds..... | 675,000 | 8 | Jan. & July. | New York. | '84-'90 | .... |
| 1st Mort. (Cairo, Ark. & Tex.)..... | 1,500,000 | 7* | " | " | 1897 | .... | 2d preferred bonds..... | 621,000 | 6 | " | " | '84-'90 | .... |
| Consolidated Mortgage..... | 1,600,000 | 7 | " | " | 1899 | .... | 3d preferred bonds..... | 452,800 | 6 | " | " | '84-'90 | .... |
| St. Louis, Jacksonville & Chicago: | | | | | | | Southern Central (N.Y.): | | | | | | |
| 1st Mortgage..... | 2,629,000 | 7 | April & Oct. | New York. | 1894 | .... | 1st Mortgage, skg fund conv..... | 1,500,000 | 7 | Feb. & Aug. | New York. | 1899 | .... |
| 2d Mortgage..... | 548,000 | 7 | Jan. & July. | " | 1898 | .... | 2d Mortgage..... | 600,000 | 7 | March & Sept. | " | 1882 | .... |
| St. Louis, Kansas City & North: | | | | | | | Southern Iowa and Cedar Rapids: | | | | | | |
| 1st Mortgage (North Missouri)..... | 6,000,000 | 7 | Jan. & July. | New York. | 1895 | 86 | 1st Mortgage gold..... | 1,500,000 | 7* | May & Nov. | New York. | 1900 | .... |
| New Mortgage..... | 3,000,000 | 7 | March & Sept. | " | 1899 | .... | Southern of L. L.: | | | | | | |
| St. Louis, Lawrence and Denver: | | | | | | | 1st Mortgage..... | 750,000 | 7 | March & Sept. | New York. | 1887 | .... |
| 1st Mort. guar. by Atl. and Pac. | 1,020,000 | 6* | Jan. & July. | New York. | 1901 | .... | 1st Mort., Sink. Fund..... | 1,500,000 | 7 | May & Nov. | " | .... | .... |
| St. Louis and South Eastern: | | | | | | | Southern Minnesota: | | | | | | |
| 1st Mort. gold skg fund conv..... | 2,207,000 | 7 | May & Nov. | New York. | 1894 | .... | 1st Mortgage land grant tax free | 3,240,000 | 8 | April & Oct. | New York. | '78-'88 | .... |
| 1st M. (Evans, D.) gold skg f'd. con | 1,000,000 | 7 | " | " | 1896 | .... | 2d Mortgage, land grant..... | 1,252,000 | 7 | Jan. & July. | " | 1890 | .... |
| 1st Mort. (Evans, Hen. & Nash)..... | 1,000,000 | 7 | Jan. & July. | " | 1897 | .... | Southern (Cal.) Pacific: | | | | | | |
| Consol. Mort. Skg. Fund..... | 2,000,000 | 7 | Feb. & Aug. | " | 1902 | .... | 1st Mortgage gold for \$23,000,000. | 11,000,000 | 6* | April & Oct. | New York. | .... | .... |
| St. Louis, Van. & T. H. (T.H. & L.): | | | | | | | Southern Pennsylvania: | | | | | | |
| 1st Mortgage, guaranteed..... | 1,899,000 | 7 | Jan. & July. | New York. | 1897 | .... | 1st Mortgage gold..... | 625,000 | 7* | March & Sept. | Philadelphia. | 1900 | .... |
| 2d Mortgage (A.) guaranteed..... | 1,000,000 | 7 | May & Nov. | " | 1898 | .... | 2d Mortgage gold..... | 88,000 | 7* | " | " | 1880 | .... |
| 2d Mortgage (B.) convertible..... | 1,000,000 | 7 | " | " | 1898 | .... | South Western (Cen. of Ga.): | | | | | | |
| Income Mortgage..... | 1,000,000 | 7 | March 1. | Pittsburg. | 1901 | .... | 1st Mortgage (Muscoogee) conv..... | 391,000 | 7 | various. | Macon. | '72-'86 | .... |
| St. Paul and Iowa Southwestern: | | | | | | | 2d Mortgage..... | 300,000 | 7 | " | " | '72-'76 | .... |
| 1st Mortgage..... | 4,500,000 | 7* | May & Nov. | .... | 1903 | .... | Spartanburg and Union: | | | | | | |
| St. Paul and Pacific 1st Division: | | | | | | | 1st Mortgage, end. by S. Car.... | 350,000 | 7 | Jan. & July. | Charleston. | 1879 | .... |
| 1st Mort. (St. P. to St. Anth.) 10m. | 120,000 | 8 | March & Sept. | New York. | 1892 | .... | 1st Mortgage not endorsed..... | 198,370 | 7 | " | " | 1879 | .... |
| 1st M. (St. P. to Sauk Rap.) 80m. | 700,000 | 7 | Jan. & July. | " | 1892 | .... | Springfield, Athol & Northeastern: | | | | | | |
| 2d M. (N. Line) 80 m. & 1st land gr. | 1,200,000 | 7 | June & Dec. | " | 1892 | .... | 1st Mortgage..... | 345,000 | 7 | Jan. & July. | Boston. | '83-'91 | .... |
| 1st M. (W. Line) R. R. & Lands..... | 3,000,000 | 7* | May & Nov. | London. | .... | .... | Springfield & Illinois S. Eastern: | | | | | | |
| 2d M. (W. Line) R. R. & Lands..... | 9,000,000 | 7* | " | " | .... | .... | 1st Mortgage gold, tax free..... | 3,400,000 | 7* | Feb. & Aug. | New York. | 1899 | .... |
| 1st Mort. (St. Paul and Pac.) g. | 15,000,000 | 7* | " | " | .... | .... | 2d Mortgage gold, tax free..... | 446,000 | 7* | April & Oct. | " | 1900 | .... |
| St. Paul, Stillwater & Taylor's F.: | | | | | | | Springfield and Northwestern: | | | | | | |
| 1st Mortgage..... | 450,000 | 8 | Jan. & July. | New York. | 1901 | .... | 1st Mortgage gold, skg fund..... | 500,000 | 7* | Feb. & Aug. | New York. | 1901 | .... |
| Salem (West Jersey): | | | | | | | State Island: | | | | | | |
| 1st Mortgage guar..... | 100,000 | 6 | Jan. & July. | Philadelphia. | 1878 | .... | 1st Mortgage..... | 200,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| Salem and Lowell (B. & L.): | | | | | | | Stanstead, Sheffield and Chamblay: | | | | | | |
| 1st Mortgage..... | 226,900 | 6 | Feb. & Aug. | Boston. | 1873 | .... | 1st Mort., Guar. by Cent. Verin. | 500,000 | 7 | Jan. & July. | Boston. | 1887 | 56 |
| Sand., Mansfield & Newark (B. & O.) | | | | | | | Sullivan (Central Verm.): | | | | | | |
| 1st Mortgage guaranteed..... | 2,309,743 | 7 | Jan. & July. | New York. | 1909 | .... | 1st Mortgage..... | 500,000 | 6 | Jan. & July. | Boston. | 1875 | .... |
| Saratoga & Whitehall (R. & S.): | | | | | | | 2d Mortgage..... | 250,000 | 6 | Feb. & Aug. | " | 1881 | .... |
| 1st Mortgage, guaranteed..... | 400,000 | 7 | March & Sept. | New York. | 1886 | .... | Sullivan and Erie: | | | | | | |
| Savannah, Albany & Gulf (A. & G.): | | | | | | | 1st Mortgage, skg fund..... | 1,000,000 | 7 | May & Nov. | New York. | 1886 | .... |
| Sectional Mort..... | 310,000 | 7 | Jan. & July. | New York. | Var. | .... | Summit Branch: | | | | | | |
| Savannah and Charleston: | | | | | | | 1st Mortgage..... | 600,000 | 7 | Jan. & July. | N.Y., Bos. Ph. | 1904 | 85 |
| 1st Mortgage (Sav. & Char.)..... | 500,000 | 7 | Jan. & July. | New York. | 1889 | .... | Sunbury and Lewiston: | | | | | | |
| State guaranteed (C. & S.) bonds..... | 505,900 | 6 | March & Sept. | Charleston. | 1877 | .... | 1st Mortgage gold..... | 1,200,000 | 7* | April & Oct. | Philadelphia. | 1890 | .... |
| Funded Interest bonds, guar..... | 111,800 | 7 | " | New York. | 1889 | .... | Income Mort. gold..... | 200,000 | 6* | " | " | 1891 | .... |
| Savannah, Griffin & North Ala.: | | | | | | | Suspense, Bridge & Erie June. (E.): | | | | | | |
| 1st Mortgage for \$500,000 guar..... | 152,000 | 7 | Jan. & July. | Macon. | 1891 | .... | 1st Mortgage..... | 1,000,000 | 7 | .... | New York. | .... | .... |
| Savannah and Memphis: | | | | | | | Swedesboro (West Jersey): | | | | | | |
| 1st Mort., gold, endor. by State. | 16,000pm | 8* | May and Nov. | New York. | 1890 | .... | 1st Mortgage, guaranteed..... | 200,000 | 6 | June & Dec. | Camden. | .... | .... |
| Schenectady & Susq. (D. & H. Can.) | | | | | | | Syracuse, Bing. & N.Y. (D.L. & W.): | | | | | | |
| 1st Mortgage gold, tax free..... | 400,000 | 7* | Jan. & July. | New York. | 1900 | .... | 1st Mortgage..... | 1,400,000 | 7 | April & Oct. | New York. | 1879 | .... |
| Schoolcraft & Three R. (L.S. & M.): | | | | | | | 2d Mortgage..... | 270,000 | 7 | June & Dec. | " | 1887 | .... |
| 1st Mortgage..... | 100,000 | 8 | Jan. & July. | New York. | 1887 | .... | Syracuse and Chenango Valley: | | | | | | |
| Seaboard and Roanoke: | | | | | | | 1st Mort. gold, for \$500,000..... | 500,000 | 7* | Feb. and Aug. | New York. | 1891 | .... |
| 1st Mortgage..... | 210,000 | 7 | Jan. & July. | New York. | 1880 | .... | Tebos and Neosho (M. K. & T.): | | | | | | |
| Selma and Gulf: | | | | | | | 1st Mortgage gold, skg fund..... | 1,163,000 | 7* | June & Dec. | New York. | 1903 | .... |
| 1st Mort. (Guar. by Ala.)..... | 1,888,000 | 8 | April & Oct. | New York. | 1890 | .... | Terre Haute & Indianapolis: | | | | | | |
| Selma, Marion and Memphis: | | | | | | | 1st Mortgage..... | 800,000 | 7 | April & Oct. | New York. | 1879 | .... |
| 1st Mort. guar. by Ala..... | 16,000pm | 8 | March & Sept. | New York. | 1889 | .... | Bonds of 1873 for \$1,600,000..... | 516,000 | 7 | " | " | 1894 | .... |
| Selma, Rome and Dalton: | | | | | | | Texas and Pacific: | | | | | | |
| 1st Mortgage, tax free..... | 3,000,000 | 7 | April & Oct. | New York. | 1887 | .... | 1st Mortgage S. F. Gold..... | 40,000pm | 6* | June & Dec. | N.Y. or Lond. | 1912 | .... |
| 2d Mortgage..... | 4,000,000 | 7 | Jan. & July. | " | 1891 | .... | Toledo, Peoria and Warsaw: | | | | | | |
| Equipment Mortgage..... | 230,000 | 10 | " | " | 1881 | .... | 1st Mortgage (Eastern Div.)..... | 1,600,000 | 7 | June & Dec. | New York. | 1894 | 70 |
| Shamokin Valley & Potomac (N.C.): | | | | | | | 1st Mortgage (Western Div.)..... | 1,800,000 | 7 | Feb. and Aug. | " | 1896 | 62 |
| 1st Mortgage, on road and lands. | 2,000,000 | 7* | Jan. & July. | Philadelphia. | 1901 | 89 | 2d Mort. conv. (")..... | 1,300,000 | 7 | April & Oct. | " | 1886 | 45 |
| Shenandoah and Fond du Lac: | | | | | | | Equipment Mort. sinking fund..... | 94,000 | 8 | Jan. & July. | " | 1879 | .... |
| 1st Mortgage..... | 729,000 | 7 | June & | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

| Description of Bonds. | Amount. | Rate | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate | Interest Payable. | | Due. | Price. |
|--------------------------------------|------------|------|-------------------|----------------|---------|---------|------------------------------------|-----------|-------|-------------------|---------------|------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Troy & Bennington (T. & B.): | \$ | | | | | | Western Maryland: | \$ | | | | | |
| 1st Mortgage skg fund, guar.... | 59,700 | 7 | Jan & July. | Troy. | 1878 | .... | 1st Mortgage, unendorsed..... | 400,000 | 6 | Jan. and July. | Baltimore. | 1890 | 78 |
| Troy and Boston: | | | | | | | 1st Mort. endor. by Balt..... | 200,000 | 6 | " | " | 1890 | 101 |
| 1st Mortgage..... | 300,000 | 7 | Jan. & July. | New York. | 1887 | .... | 2d Mort. " " " " " " | 300,000 | 6 | " | " | 1890 | 101 |
| 2d Mortgage..... | 300,000 | 7 | April & Oct. | " | 1885 | .... | 2d Mort. endor. by Wash. Co.... | 300,000 | 6 | " | " | 1890 | 93 |
| 3d Mortgage..... | 650,000 | 7 | May and Nov. | " | 1875 | .... | 2d Mortgage preferred..... | 600,000 | 6 | " | " | 1895 | 68 |
| Convertible Bonds..... | 648,000 | 7 | " | " | 1882 | .... | 3d Mortgage endor. by Balt..... | 875,000 | 6 | " | " | 1900 | 100 |
| Troy, Salem & Rutland (R. & Sar.): | | | | | | | 4th Mortgage..... | 1,000,000 | 6 | " | " | 1900 | .... |
| 1st Mortgage, guaranteed..... | 500,000 | 7 | May and Nov. | New York. | 1890 | .... | Western Pacific (Cen. Pac.): | | | | | | |
| Troy Union (and Depot): | | | | | | | 1st Mort., assumed..... | 2,735,000 | 6a | Jan. and July. | New York. | 1899 | 96 1/2 |
| 1st Mortgage, guaranteed..... | 680,000 | 6 | Jan. & July. | New York. | 1878 | .... | Western Union (Chl., M. & St. P.): | | | | | | |
| Tuckerton: | | | | | | | 1st Mortgage for \$5,000,000..... | 3,500,000 | 7 | Jan. and July. | New York. | 1896 | .... |
| 1st Mortgage..... | 408,000 | 7 | April & Oct. | Philadelphia. | 1901 | .... | Western Union Telegraph: | | | | | | |
| Union Pacific: | | | | | | | 1st Mortgage..... | 4,448,900 | 7 | May and Nov. | New York. | 1875 | .... |
| 1st Mortgage gold, tax free..... | 27,236,000 | 6a | Jan. & July. | N. Y. & Bost. | '96-'99 | 99 1/2 | West Jersey: | | | | | | |
| 1st Mort. Land Grant..... | 5,575,000 | 7 | Apr. and Oct. | " | 1887 | 97 | Debenture bonds guar. by C. & A. | 400,000 | 6 | March & Sept. | Camden. | 1883 | 85 |
| 2d Mortgage (Gov. subsidy)..... | 27,236,512 | 6 | Jan. & July. | U.S. Treasury. | '96-'99 | 97 | 1st Mortgage..... | 1,000,000 | 6 | Jan. and July. | Camden. | 1896 | 99 |
| 3d Mortgage Sinking Fund..... | 10,000,000 | 8 | March & Sept. | New York. | 1894 | 93 | 1st Mortgage (Salem) guar..... | 100,000 | 6 | " | Philadelphia. | 1878 | .... |
| Omaha Bridge B'ds, etc \$250,000 | 2,500,000 | 8a | Apr. and Oct. | London. | 1896 | .... | 1st Mort. (Swedesboro) guar..... | 200,000 | 6 | " | " | .... | .... |
| Union Pacific (Central Div.): | | | | | | | 2d Mort. (Cape May & Millville) | 400,000 | 7 | Apr. and Oct. | " | .... | 95 |
| 1st Mortgage gold, tax free..... | 1,600,000 | 6a | May and Nov. | New York. | 1895 | .... | Consolidated Mortgage..... | 1,000,000 | 7 | " | " | 1899 | 102 |
| 2d Mortgage (Gov. subsidy)..... | 1,600,000 | 6 | Jan. & July. | U.S. Treasury. | '96-'78 | .... | West Wisconsin: | | | | | | |
| Union Pacific, S. Br. (M.K. & T.): | | | | | | | 1st Mort. land gr., gold skg fund | 3,900,000 | 7a | Jan. and July. | N.Y. or Lond. | 1887 | .... |
| 1st Mortgage gold, skg fund..... | 3,220,000 | 6a | Jan. & July. | New York. | 1899 | .... | 1st Mort. (Southern Extension). | 640,000 | 7a | " | " | 1902 | .... |
| Union & Titusville (O.C. & A. Riv.): | | | | | | | White Water Valley: | | | | | | |
| 1st Mortgage..... | 500,000 | 7 | Jan. & July. | New York. | 1890 | .... | 1st Mortgage..... | 1,021,840 | 8 | Feb. and Aug. | Cincinnati. | 1890 | .... |
| United N. J. R. R. & Canal Cos.: | | | | | | | Wico Mico and Pocomoke: | | | | | | |
| Loan of 1901 (United Compan's) | 3,000,000 | 6 | March & Sept. | Philadelphia. | 1901 | 100 | 1st Mortgage..... | 200,000 | 6 | Jan. and July. | New York. | 1888 | .... |
| Sterling Loan \$369,200 (U. Co's) | 1,844,000 | 5a | " | London. | 1894 | .... | Williamston and Tarboro': | | | | | | |
| Sterling Loan \$360,000 (") | 1,800,000 | 6a | " | " | 1894 | .... | 1st Mortgage..... | 350,000 | 8 | May and Nov. | New York. | 1900 | .... |
| Loan of 1894 Sk. Fund (") | 2,000,000 | 6 | Apr. and Oct. | Philadelphia. | 1894 | .... | Wilmington, Colum. & Augusta: | | | | | | |
| Loan of 1888 (United Compas') | 154,000 | 7 | Feb. and Aug. | " | 1888 | .... | 1st Mortgage..... | 3,800,000 | 7 | June & Dec. | Baltimore. | 1900 | 65 1/2 |
| Bond to State of N. Jer. (U. Co's) | 500,000 | 7 | (Due 90 days | after demand.) | 1875 | 101 | Wilmington and Reading: | | | | | | |
| Loan of 1875 (Joint Companies) | 675,000 | 6 | Apr. and Oct. | Philadelphia. | 1875 | 101 | 1st Mortgage..... | 1,250,000 | 7 | Apr. and Oct. | Philadelphia. | 1900 | 50 |
| Sterling S. F. \$262,000 (C. & A.) | 1,310,000 | 6a | Feb. and Aug. | London. | 1880 | .... | 2d Mortgage coupon or regis.... | 1,500,000 | 7 | Jan. and July. | " | 1902 | 10 |
| Loan of 1883 (Camden & Amb'y) | 1,700,000 | 6 | " | Philadelphia. | 1883 | 97 | Wilmington and Weldon: | | | | | | |
| Loan of 1889 " " " " | 868,000 | 6 | June & Dec. | Princeton. | 1889 | 95 1/2 | Sterling Bonds..... | 648,700 | 6a | Jan. and July. | London. | 1881 | .... |
| Mortg. Loan " " " " | 5,000,000 | 6 | May and Nov. | Philadelphia. | 1889 | 104 1/2 | Sterling Bonds..... | 221,400 | 7a | May and Nov. | " | 1886 | .... |
| Loan of '75 (N.J. R.R. & T. Co.) | 300,000 | 6 | Feb. and Aug. | New York. | 1875 | .... | Sinking Fund gold, Bonds..... | 749,000 | 7a | Jan. and July. | New York. | 1896 | 90 |
| Loan of '78 " " " " | 450,000 | 6 | " | " | 1873 | .... | Wilmington and Western (Del.): | | | | | | |
| Bond to State of N. J. (do.) | 100,000 | 7 | Apr. and Oct. | N. Y. (Over | Due.) | .... | 1st Mortgage..... | 500,000 | 7 1/2 | J. A. J. & O. | Phil. & Wilm. | 1892 | .... |
| Utah Central: | | | | | | | Winona & St. Peter (C. & N. W.): | | | | | | |
| 1st Mortgage..... | 1,000,000 | 6 | Jan. & July. | Salt Lake City | 1890 | .... | 1st Mortgage \$20,000 p. m..... | 2,750,000 | 7 | Jan. and July. | New York. | 1890 | 82 1/2 |
| Utah Southern: | | | | | | | 2d Mortgage \$12,000 p. m..... | 1,145,000 | 7 | May and Nov. | " | 1890 | .... |
| 1st Mortgage..... | 660,000 | 7 | Jan. & July. | Salt Lake City | 1891 | .... | Land Grant Mort. gold, skg fund | 4,375,000 | 7a | June & Dec. | " | 1916 | .... |
| Utica and Black River: | | | | | | | Wisconsin Central: | | | | | | |
| 1st Mortgage..... | 200,000 | 7 | Jan. & July. | N. Y. & Utica. | 1878 | .... | 1st M. L. G. gold S. F. \$25,000pm | 4,595,000 | 7a | Jan. and July. | Boston. | 1901 | 52 |
| Bonds of 1871 (2d issue)..... | 575,000 | 7 | " | " | 1891 | .... | Worcester (Md.): | | | | | | |
| Utica, Ithaca and Elmira: | | | | | | | 1st Mortgage..... | 210,000 | 6 | Jan. and July. | Baltimore. | 1891 | .... |
| 1st Mortgage gold, skg fund..... | 25,000pm | 7a | Jan. & July. | N. Y. & Lond. | 1892 | .... | Worcester and Nashua: | | | | | | |
| Vermont Cent.—See Central Vt. | | | | | | | Plain Bonds..... | 125,000 | 7 | Jan. and July. | Boston. | 1881 | .... |
| Vermont and Massachusetts: | | | | | | | Plain Bonds..... | 75,000 | 6 | " | " | 1881 | .... |
| 1st Mortgage sinking fund..... | 550,000 | 6 | Jan. and July. | Boston. | 1883 | 96 1/2 | Plain Bonds..... | 150,000 | 6 | May and Nov. | " | 1887 | .... |
| Convertible bonds, tax free..... | 200,000 | 7 | " | " | 1879 | 102 | Plain Bonds..... | 150,000 | 7 | Apr. and Oct. | " | 1893 | 107 |
| Convertible bonds..... | 150,000 | 7 | " | " | 1881 | 103 | CANAL BONDS. | | | | | | |
| Vicksburg and Meridian: | | | | | | | Chesapeake and Delaware: | | | | | | |
| 1st series (red)..... | 717,500 | 7 | Jan. and July. | Philadelphia. | 1890 | .... | 1st Mortgage sinking fund..... | 1,993,750 | 6 | Jan. and July. | Philadelphia. | 1886 | 87 1/2 |
| General 2d series (blue)..... | 850,000 | 7 | " | " | 1890 | .... | Chesapeake and Ohio: | | | | | | |
| Mortgage 3d series (black)..... | 138,000 | 7 | " | " | 1890 | .... | Sterling Loan guaranteed..... | 4,375,000 | 5a | J. A. J. & O. | London. | 1890 | .... |
| 4th series (not end.)..... | 1,141,700 | 7 | Apr. and Oct. | " | 1890 | .... | Preferred Bonds (next lien) | 1,699,500 | 6 | Jan. and July. | Baltimore. | 1885 | 116 1/2 |
| Special Loan 1871..... | 213,000 | 8 | Jan. and July. | " | 1890 | .... | Delaware Division (L.C. & N.): | | | | | | |
| Vineyard: | | | | | | | 1st Mortgage, guaranteed..... | 800,000 | 6 | Jan. & July. | Philadelphia. | 1878 | 95 |
| 1st Mortgage tax free..... | 750,000 | 7 | Apr. and Oct. | New York. | 1890 | .... | Delaware and Hudson: | | | | | | |
| Virginia & Tennessee (A.M. & O.): | | | | | | | 1st Mort. (1st series, Nov. 1, '87 | 1,500,000 | 7 | May and Nov. | New York. | 1877 | .... |
| Enlarged Mortgage..... | 990,000 | 6 | Jan. and July. | N.Y. & Lynch. | 1884 | .... | regis. 2d series, July 1, 1889 | 3,500,000 | 7 | Jan. and July. | " | 1884 | 107 |
| 4th Mortgage..... | 870,000 | 8 | March & Sept. | " | 1875 | .... | tered. 3d series, Jan. 1, 1871 | 3,500,000 | 7 | " | " | 1891 | 108 1/2 |
| Registered Certificates..... | 118,295 | 8 | Jan. and July. | " | 1880 | .... | Debentures..... | 850,000 | 7 | Apr. and Oct. | " | 1878 | .... |
| Funded Interest..... | 226,300 | 8 | " | " | 1886 | .... | Lehigh Coal and Navigation: | | | | | | |
| Income Mortgage (fundable)..... | 93,500 | 8 | " | " | 1886 | .... | Mortgage Loan of 1877..... | 762,779 | 6 | June & Dec. | Philadelphia. | 1877 | 97 1/2 |
| Walkill Valley (Erie): | | | | | | | Convertible Bonds..... | 692,100 | 6 | " | " | 1882 | .... |
| 1st Mortgage gold, tax free..... | 810,500 | 7a | Apr. and Oct. | New York. | 1901 | .... | Convertible Loan, gold..... | 855,000 | 6a | March & Sept. | " | 1894 | 104 |
| Warren (D. L. & W.): | | | | | | | 1st Mortgage, registered..... | 5,566,277 | 6 | J. A. J. & O. | " | 1884 | 101 |
| 1st Mortgage, guaranteed..... | 511,400 | 7 | Feb. and Aug. | New York. | 1875 | .... | 1st Mortgage, reg. (R. R.)..... | 2,400,000 | 6 | F. M. A. & N. | " | 1897 | 101 |
| 2d Mortgage, guaranteed..... | 780,000 | 7 | May and Nov. | " | 1900 | .... | Mortgage (equip.) Loan, gold..... | 4,915,500 | 6a | June & Dec. | " | 1897 | 101 1/2 |
| Warren & Franklin (O.C. & Atl.R.): | | | | | | | Consolidated Mortgage..... | 199,000 | 6 | " | " | 1911 | .... |
| 1st Mortgage, assumed..... | 1,500,000 | 7 | Feb. and Aug. | Philadelphia. | 1882 | 83 | Greenwood Mortgage Loan..... | 796,000 | 6 | Feb. and Aug. | " | 1892 | .... |
| Warwick Valley (Erie): | | | | | | | Greenwood Mortgage Loan..... | 140,000 | 6 | Apr. and Oct. | " | 1877 | .... |
| 1st Mortgage..... | 60,000 | 7 | Apr. and Oct. | New York. | 1880 | .... | Monongahela Navigation: | | | | | | |
| Wasatch and Jordan Valley: | | | | | | | 1st Mortgage..... | 103,000 | 6 | Jan. and July. | New York. | 1887 | .... |
| 1st Mortgage..... | 150,000 | 9a | May and Nov. | New York. | 1893 | .... | Morris (and Banking): | | | | | | |
| Washington City, Va. Mid. & Gt. So. | | | | | | | 1st Mortgage..... | 500,000 | 6 | Apr. and Oct. | Philadelphia. | 1876 | 100 |
| 1st Mort. (O. Alex. & Manassas) | 1,650,000 | 7 | Jan. and July. | Baltimore. | 1882 | 71 | 2d Mortgage..... | 285,000 | 6 | Feb. and Aug. | " | 1876 | .... |
| 2d Mort. (") | 350,000 | 7 | " | " | 1891 | .... | Boat Loan, sinking fund..... | 236,965 | 7 | Apr. and Oct. | " | 1899 | 101 |
| 1st Mort. (Orange & Alexandria) | 400,000 | 6 | May and Nov. | " | 1873 | 89 | Preferred Stock Dividend Scrip. | 103,164 | 7 | Jan. and July. | " | 1887 | .... |
| 2d Mort. (") | 1,200,000 | 6 | Jan. and July. | " | 1875 | 75 1/2 | Pennsylvania: | | | | | | |
| 3d Mort. (") | 600,000 | 8 | May and Nov. | " | 1873 | 71 | 1st Mortgage skg fund guar..... | 2,805,000 | 6 | Jan. and July. | Philadelphia. | 1910 | 70 |
| 4th Mort. (") | 700,000 | 8 | March & Sept. | " | 1880 | 57 1/2 | 1st Mortgage (Wy. Val. Can.)... | 600,000 | 6 | " | " | 1878 | .... |
| Funded Coupons (do.) | 722,684 | 8 | " | " | .... |  |  |  |  |  |  |  |  |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

an asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Yelica." State-aid Railroads are distinguished by a "Y."

| Years Ending | Railroad. | | | Rolling Stock. | | | Computers. | | | Property and Assets. | | | Liabilities. | | | Operations. | | | Earnings. | | | Market. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-----------|----|----|----------------|-------|----------|-----------------------|---------------|-------------|----------------------|--------|------|--------------|----|----|-------------|----|----|-----------|----|----|---------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | M. | M. | M. | Engines. | Pana. | Freight. | Railroad in progress. | Trains Moved. | Passengers. | Freight. | Gross. | Net. | Dividends. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

the under- (") occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "x."

| Abstract of General Balance Sheet. | | | | | | | | | | |
|------------------------------------|-------|-----|--------------------|---------|-----------|--------------------|-------|------------|--------|-----|
| Property and Assets. | | | Liabilities. | | | Operations. | | Earnings. | | |
| Rolling Stock. | | | Accounts and Cash. | | | Freight. | | Dividends. | | |
| Cars. | | | Bonds. | | | Passengers. | | Net. | | |
| Engines. | | | Stocks. | | | Trains Moved. | | Gross. | | |
| Railroad in progress. | | | Accounts. | | | Railroad Operated. | | Freight. | | |
| 2d Track and Sidings. | | | Surplus Income. | | | | | | | |
| Branch Line. | | | | | | | | | | |
| Main Line. | | | | | | | | | | |
| Year ending | | | | | | | | | | |
| Sept. 30, 1873 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Oct. 31, 1873 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Nov. 30, 1873 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Dec. 31, 1873 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jan. 31, 1874 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Feb. 28, 1874 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Mar. 31, 1874 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Apr. 30, 1874 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| May 31, 1874 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jun. 30, 1874 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jul. 31, 1874 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Aug. 31, 1874 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Sept. 30, 1874 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Oct. 31, 1874 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Nov. 30, 1874 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Dec. 31, 1874 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jan. 31, 1875 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Feb. 28, 1875 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Mar. 31, 1875 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Apr. 30, 1875 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| May 31, 1875 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jun. 30, 1875 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jul. 31, 1875 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Aug. 31, 1875 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Sept. 30, 1875 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Oct. 31, 1875 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Nov. 30, 1875 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Dec. 31, 1875 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jan. 31, 1876 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Feb. 28, 1876 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Mar. 31, 1876 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Apr. 30, 1876 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| May 31, 1876 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jun. 30, 1876 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jul. 31, 1876 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Aug. 31, 1876 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Sept. 30, 1876 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Oct. 31, 1876 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Nov. 30, 1876 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Dec. 31, 1876 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jan. 31, 1877 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Feb. 28, 1877 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Mar. 31, 1877 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Apr. 30, 1877 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| May 31, 1877 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jun. 30, 1877 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jul. 31, 1877 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Aug. 31, 1877 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Sept. 30, 1877 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Oct. 31, 1877 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Nov. 30, 1877 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Dec. 31, 1877 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jan. 31, 1878 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Feb. 28, 1878 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Mar. 31, 1878 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Apr. 30, 1878 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| May 31, 1878 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jun. 30, 1878 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jul. 31, 1878 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Aug. 31, 1878 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Sept. 30, 1878 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Oct. 31, 1878 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Nov. 30, 1878 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Dec. 31, 1878 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jan. 31, 1879 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Feb. 28, 1879 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Mar. 31, 1879 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Apr. 30, 1879 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| May 31, 1879 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jun. 30, 1879 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jul. 31, 1879 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Aug. 31, 1879 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Sept. 30, 1879 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Oct. 31, 1879 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Nov. 30, 1879 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Dec. 31, 1879 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jan. 31, 1880 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Feb. 28, 1880 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Mar. 31, 1880 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Apr. 30, 1880 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| May 31, 1880 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jun. 30, 1880 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jul. 31, 1880 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Aug. 31, 1880 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Sept. 30, 1880 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Oct. 31, 1880 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Nov. 30, 1880 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Dec. 31, 1880 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Jan. 31, 1881 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Feb. 28, 1881 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Mar. 31, 1881 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | 584,266 | 111.0 | 294,607 | 86,664 | 100 |
| Apr. 30, 1881 | 111.0 | 6.5 | 4,066,167 | 380,690 | 2,000,000 | | | | | |

[illegible]

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

(*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

| Abstract of General Balance Sheet. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Property and Assets. | | | | Liabilities. | | | | Operations. | | | | Earnings. | | | | Value of Shares. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rolling Stock. | | | | Accounts and Cash. | | | | Stocks. | | | | Bonds. | | | | Accounts. | | | | Surplus Income. | | | | Railroad Operated. | | | | Trains Moved. | | | | Passenger. | | | | Freight. | | | | Gross. | | | | Net. | | | | Dividends. | | | | Market. | | | | Par. | | | | P. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Main Line. | | | | Branch Line. | | | | 2d Track and Sidings. | | | | Railroad in progress. | | | | Engines. | | | | Cars. | | | | Freight. | | | | R. M. E. | | | | Passenger. | | | | Freight. | | | | Gross. | | | | Net. | | | | Dividends. | | | | Market. | | | | Par. | | | | P. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

| COMPANIES. | Amount of stock issued. | Div'ds | | | Market Price. |
|--|-------------------------|--------|-------|--------|---------------|
| | | Rate. | Paid. | Price. | |
| RAILROAD STOCKS: | | | | | |
| Atlantic and Great Western, pref... | 10,000,000 | 7 | 7 | 14 | |
| Atlantic, Mississippi and Ohio, pref... | 800,000 | 7 | 7 | | |
| Atlantic, Mississippi and Ohio, guar. | 275,200 | 7 | 7 | | |
| Atlantic and Pacific, preferred... | 10,000,000 | 7 | 7 | 14 | |
| Baltimore and Ohio, preferred... | 3,552,800 | 6 | 5 | 105 | |
| Berkshire, preferred... | 600,000 | 7 | 7 | | |
| Blossburg and Corning, guaranteed... | 250,000 | 5 | 5 | | |
| Boston, Concord and Montreal, pref... | 800,000 | 6 | 6 | 84 | |
| Buffalo, New York and Erie, guar. | 950,000 | 7 | 7 | | |
| Catawissa, pref. and guar. | 1,159,500 | 7 | 7 | 87 | |
| Camden and Amboy, guaranteed... | 5,847,800 | 10 | 10 | 130 | |
| Camden and Atlantic, preferred... | 888,469 | 7 | 7 | 103 | |
| Cayuga and Susquehanna, guar. | 589,110 | 9 | 9 | | |
| Cedar Rapids and Missouri River, preferred and guaranteed... | 769,600 | 7 | 7 | | |
| Central of New Jersey, guar. | 20,000,000 | 10 | 10 | 112 | |
| Central Ohio, preferred... | 411,550 | 6 | 6 | 88 | |
| Chemung, guaranteed... | 380,000 | 6 | 6 | | |
| Cheshire, preferred... | 2,153,200 | 7 | 5 | 68 | |
| Chicago and Alton, preferred... | 2,425,400 | 10 | 10 | 108 | |
| Chicago, Iowa & Nebraska, guar. | 3,916,300 | 8 | 8 | 89 | |
| Chicago and North-Western, pref... | 21,484,113 | 7 | 7 | 58 | |
| Cinc., Sand. and Cleveland, pref... | 429,000 | 6 | 6 | 66 | |
| Cleveland and Mahoning, guar. | 2,059,200 | 7 | 7 | | |
| Cleveland and Pittsburgh, guar. | 11,236,150 | 7 | 7 | 92 | |
| Cumberland Valley, 1st preferred... | 241,900 | 8 | 8 | | |
| " 2d preferred... | 243,000 | 8 | 8 | | |
| Dayton and Michigan, pref. & guar. | 922,400 | 8 | 8 | | |
| Delaware, guaranteed... | 1,316,390 | 6 | 6 | | |
| Detroit and Milwaukee pref. & guar. | 2,517,140 | 6 | 6 | | |
| Dubuque and Sioux City, guar. | 5,000,000 | 3 | 55 | | |
| Dubuque South-Western, pref... | 590,315 | 8 | 8 | | |
| Eastern (N. H.), pref. & guar. | 492,500 | 6 | 48 | | |
| Elmira, Jeff. and Canad., guar. | 500,000 | 5 | 5 | | |
| Elmira & Williamsport, pref. & guar. | 500,000 | 7 | 7 | 72 | |
| " com. & guar. | 500,000 | 5 | 5 | | |
| Erie Railway, preferred... | 8,538,910 | 7 | 7 | 46 | |
| Erie and Pittsburgh, guar. | 2,000,000 | 7 | 7 | | |
| Evansville and Crawfordsville, pref. | 100,000 | 7 | 7 | 34 | |
| Hannibal and St. Joseph, pref. | 2,167,700 | 7 | 7 | 102 | |
| Harrisburg and Lancaster, guar. | 1,182,550 | 7 | 7 | 102 | |
| Housatonic, preferred... | 1,180,000 | 8 | 8 | 98 | |
| Huntington & Broad Top Mtn, pref. | 190,750 | 7 | 32 | | |
| Jeff., Mad. & Indianapolis, pref. | 2,000,000 | 7 | 7 | 98 | |
| Joliet and Chicago, guar. | 1,500,000 | 7 | 7 | 98 | |
| Joliet and Northern Indiana, guar. | 300,000 | 8 | 8 | | |
| Little Miami, Col. and Xenia, guar. | 6,394,450 | 8 | 8 | | |
| Louisv., Cincinnati and Lex. pref. | 851,000 | 9 | 9 | | |
| Marquette and Cincinnati, 1st pref. | 9,101,650 | 6 | 15 | | |
| " 2d pref. | 4,436,250 | 6 | 8 | | |
| Mich. Southern, (Lake Shore) guar. | 533,500 | 10 | 10 | | |
| Mill Creek, guaranteed... | 323,375 | 10 | 10 | | |
| Milwaukee and St. Paul, preferred... | 12,274,483 | 7 | 7 | 59 | |
| Mine Hill, guaranteed... | 3,856,450 | 8 | 8 | 107 | |
| Montclair, guaranteed... | 2,000,000 | 7 | 7 | | |
| Morris and Essex, guar. | 15,000,000 | 7 | 7 | 100 | |
| Nequehoning Valley, guar. | 2,000,000 | 10 | 10 | 109 | |
| Newark and New York, guar. | 1,000,000 | 7 | 7 | | |
| Newcastle and Beaver Valley, guar. | 605,000 | 10 | 10 | | |
| New Jersey, guaranteed... | 7,295,200 | 10 | 130 | | |
| New London Northern, guar. | 971,400 | 10 | 106 | | |
| New York & Harlem, pref. & guar. | 1,500,000 | 8 | 128 | | |
| " com. & guar. | 8,500,000 | 8 | 130 | | |
| Niagara Br. & Canandaigua, guar. | 1,000,000 | 6 | 6 | | |
| North Eastern (S. C.), preferred... | 105,000 | 8 | 8 | | |
| Norfolk and Worcester, guar. | 3,077,000 | 7 | 7 | 132 | |
| Ogdensburg & Lake Champlain, guar. | 2,823,400 | 10 | 10 | 37 | |
| " pf. & guar. | 2,000,000 | 8 | 85 | | |
| Ohio and Mississippi, preferred... | 4,030,000 | 7 | 7 | 55 | |
| Oswego and Syracuse, guar. | 1,144,400 | 9 | 9 | | |
| Panama, guaranteed... | 7,000,000 | 12 | 122 | | |
| Paterson and Hudson, guar. | 630,000 | 8 | 8 | | |
| Pemberton and Hightstown, guar. | 342,000 | 6 | 6 | | |
| Peoria and Bureau Valley, guar. | 1,200,000 | 8 | 8 | | |
| Philadelphia and Erie, preferred... | 2,400,000 | 12 | 118 | | |
| Phila., Germantown & Norristown, guar. | 2,231,900 | 12 | 110 | | |
| Philadelphia and Reading, pref. | 1,551,687 | 10 | 110 | | |
| Philadelphia and Trenton, guar. | 1,259,100 | 10 | 130 | | |
| Pittsburg, Ft. Wayne & Chic., guar. | 22,214,285 | 7 | 7 | 96 | |
| Pittsburg and North Adams, guar. | 450,000 | 5 | 86 | | |
| Portland, Saco & Portsmouth, guar. | 1,500,000 | 10 | 105 | | |
| Rochester & Genesee Valley, guar. | 557,560 | 7 | 19 | | |
| Rutland, preferred and guaranteed... | 4,300,000 | 7 | 25 | | |
| St. Louis, Alton & Terre Haute, guar. | 2,468,400 | 7 | 25 | | |
| St. Louis, Jacksonv. & Oh. pf. & guar. | 1,054,100 | 7 | 33 | | |
| St. Louis, Kansas City & Nor., pref. | 12,000,000 | 5 | 5 | | |
| Schenck Valley, guaranteed... | 576,000 | 6 | 6 | | |
| Shamokin V. & Pottsville, guar. | 869,450 | 6 | 6 | | |
| Toledo, Peoria & Warsaw, 1st pref. | 1,700,000 | 7 | 7 | 20 | |
| " 2d pref. | 1,000,000 | 7 | 7 | 97 | |
| Toledo, Wabash and Western, pref. | 1,000,000 | 7 | 7 | | |
| Warren, guaranteed... | 1,800,000 | 7 | 7 | | |
| CANAL STOCKS. | | | | | |
| Delaware Division, guar. | 1,633,350 | 8 | 8 | | |
| Delaware and Raritan, guar. | 5,847,500 | 10 | 10 | | |
| Morris, preferred and guar. | 1,175,000 | 10 | 128 | | |
| " com. and guar. | 1,696,000 | 4 | 4 | 50 | |
| Schenck Navigation preferred... | 2,808,977 | 6 | 6 | 30 | |

WHOLESALE PRICE CURRENT.

| | |
|---|--|
| IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, \$6; Scrap Wrought, \$8 per ton. No Bar Iron to pay a less duty than 35 per cent. ad val. | |
| Pig, Scotch—Coltness..... per ton 36 — @ 38 — | |
| Gartsherrie..... — @ — | |
| Summerlee..... — @ — | |
| Carnbroe..... — @ — | |
| Langloan..... — @ — | |
| Glenbrook..... — @ — | |
| Eglinton..... — @ 33 — | |
| Pig, American, No. 1..... — @ 28 — | |
| Pig, American, No. 2..... — @ 26 — | |
| Pig, American, Forge..... — @ 25 — | |
| Bar, Refined, English and American..... — @ — | |
| Bar, Swedes, assorted sizes..... (gold) — @ 110 — | |
| (STORE PRICES.) | |
| Bar, Swedes, ordinary sizes..... — @ 130 — | |
| Bar, Swedes, Plow sizes..... — @ 140 — | |
| Bar, Refined, 1½ to 2 in. rd. & sq. 1 to 6 inch x 1 to 1 in..... — @ 65 — | |
| Bar Refined, 1½ to 6 by 1 & 5-16 in..... — @ 70 — | |
| Bar Refined, 1 & 1½ by 1 & 5-16..... — @ 70 — | |
| Large Rounds, 2½ to 3½ to 4 in..... 72 50 @ 87 50 | |
| Scroll..... — @ 125 — | |
| Ovals and Half-round..... — @ 90 — | |
| Band, 1 to 6 in. by 3-16 to No. 12..... — @ 80 — | |
| Horse Shoe..... — @ 95 — | |
| Rods, 1 to 3-16 inch..... 67 50 @ 120 — | |
| Hoop, 1 by No. 22 to 1 & 1½ by 13 & 14..... 87 50 @ 140 — | |
| Nail Rod..... — @ 7 — | |
| Sheet Russia, as to assortment..... (gold) — @ 14 — | |
| Sheet, Single, D. and T. Common..... — @ 4 — | |
| Sheet, Doubles and Trebles, Charcoal..... — @ 5 — | |
| Sheet Galvanized 1st and 2d quality..... List 20 @ 35 p. c. disc. | |
| Rails, English..... (gold) — per ton 48 — @ 50 — | |
| Rails, American, at Works in Penna., c'y. 48 — @ 52 — | |
| STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val. (Store Prices.) | |
| English, Cast, (2d and 1st quality)..... per lb. — 14 @ — 17 | |
| English Spring (2d and 1st quality)..... — 6 @ — 8 | |
| English Blister (2d and 1st quality)..... — 12 @ — 14 | |
| English Machinery..... — 10 @ — 11 | |
| English German (2d and 1st quality)..... — 10 @ — 11 | |
| American Blister..... — @ 9 — | |
| American, Cast, Tool..... — @ 16 — | |
| American, Cast Spring..... — @ 10 — | |
| American Machinery..... — @ 11 — | |
| American German Spring..... — @ — | |
| NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent; Yellow Metal and Zinc, 35 per cent. ad val. | |
| 10d. to 60d. Com. Fence & Sheath per keg..... 3 25 @ 3 50 | |
| 8d. and 9d..... 3 50 @ 3 75 | |
| 6d. and 7d..... 3 75 @ 4 — | |
| 4d. and 5d..... 4 — @ 4 25 | |
| 3d. and 4d. Light..... 4 75 @ 5 — | |
| 3d. Fine..... 5 50 @ 5 75 | |
| 2d..... 6 25 @ 6 50 | |
| Cut Spikes, all sizes..... 3 50 @ 3 75 | |
| TIN—Duty: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 1-10 cents per pound. | |
| Bianca..... (gold) per lb. — 24 @ — 25 | |
| Straits..... (gold)..... — @ — 20 | |
| English, L. & F..... (gold)..... — @ — 20 | |
| English, Refined..... (gold)..... — @ — 20 | |
| Plates—Fair to good brands..... Gold. | |
| I. C. Charcoal..... per box. 9 37 @ 9 75 | |
| I. C. Coke..... 7 37 @ 7 75 | |
| Coke Terne..... 7 — @ 7 50 | |
| Charcoal Terne..... 8 25 @ 8 62 | |
| PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon. | |
| Crude 40@48 gravity (in bulk)..... — 7 @ — 7 | |
| Crude 40@47 gravity (in shipping order)..... — 10 @ — 10 | |
| Refined, Standard White (in ship's order)..... — 14 @ — 14 | |
| Refined, S. W. (in jobbing lots)..... — 10 @ — 11 | |
| Refined, S. W. (in tin)..... — 19 @ — 21 | |
| Naptha, Refined (65@73 gravity)..... — 9 @ — 9 | |
| Residuum..... (in shipping order) per gall. — 7 @ — 7 | |
| COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val. | |
| Copper, New Sheathing, (over 12 oz.) per lb. — @ 28 — | |
| Copper, Bolts..... — @ 30 — | |
| Copper, Braziers (over 16 oz.)..... — @ 30 — | |
| Copper, Nails..... — 37 @ — 38 | |
| Copper, Old Sheathing, &c., mixed lots..... — 19 @ — 21 | |
| Copper, American Ingot Lake..... — 22 @ — 22 | |
| Copper, English Pig..... — @ — | |
| Yellow Metal, New Sheathing & bronze..... — @ 21 — | |
| Yellow Metal, Bolts..... — @ 28 — | |
| Yellow Metal, Nails, Sheathing & Slatting..... — 21 @ — 22 | |
| LEAD—Duty: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb. | |
| Spanish Ordinary..... (gold) per 100 lb. 6 62 @ 6 75 | |
| German Ordinary..... (gold) 6 62 @ 6 75 | |
| English..... (gold) 6 62 @ 6 75 | |
| Foreign Refined..... (gold) 7 12 @ 7 25 | |
| Domestic..... (gold) 5 75 @ 5 80 | |
| COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel. | |
| Liverpool Gas Cannel..... — 12 @ — | |
| Liverpool House Cannel..... — 17 @ — | |
| Anthracite (by cargo) per ton of 2,000 lb. 5 — @ 6 50 | |

New York Stock Exchange.

Actual Sale Prices for the week ending April 14.

| | Th. 8. | F. 9. | Sat. 10. | M. 12. | Tu. 13. | W. 14. |
|--------------------------------|--------|-------|----------|--------|---------|--------|
| Atlantic & Pacific pref. 14 | 14 | 14 | 13 | 13 | 14 | 14 |
| Central Pacific 99 | 99 | 99 | 100 | 100 | 99 | 99 |
| Central of N. Jersey 113 | 113 | 112 | 113 | 113 | 112 | 112 |
| .. 1st mort. 115 | 115 | 105 | 105 | 105 | 105 | 105 |
| .. 7a. consol. 105 | 105 | 105 | 105 | 105 | 105 | 105 |
| .. 7a. conv. 103 | 103 | 103 | 103 | 103 | 103 | 103 |
| Chicago & Alton 103 | 103 | 103 | 103 | 103 | 103 | 103 |
| .. pref. 108 | 108 | 108 | 108 | 108 | 108 | 108 |
| .. 1 M. 118 | 118 | 118 | 118 | 118 | 118 | 118 |
| .. S. F. 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| .. Inc. bds. 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| Chicago, Burl. & Q. 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| .. 8a. 1883 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| .. 7a. 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| Ohic. & Northwestern 45 | 45 | 45 | 45 | 45 | 44 | 44 |
| .. pref. 59 | 59 | 58 | 58 | 58 | 58 | 58 |
| .. 1st M. 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| .. S. F. 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| .. Consol. 90 | 90 | 90 | 91 | 91 | 91 | 91 |
| .. gold. 84 | 84 | 84 | 85 | 85 | 86 | 86 |
| Ohic., Rock Isl. & Pac. 103 | 103 | 103 | 103 | 103 | 103 | 103 |
| .. 7a. 1896. 107 | 107 | 107 | 108 | 108 | 108 | 108 |
| Clev., Col., C. and Ind. 61 | 61 | 61 | 62 | 62 | 62 | 62 |
| Clev. & Pittsburgh guar. 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| .. 2 M. 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| .. 3 M. 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| .. 4 M. 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Clev. and Toledo 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| .. S. F. 7a. 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Col., Chi., & Ind. C. 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| .. 1 M. 51 | 51 | 51 | 50 | 50 | 50 | 51 |
| .. 2 M. 19 | 19 | 19 | 19 | 19 | 19 | 19 |
| Del. & Hudson Canal 116 | 116 | 116 | 116 | 117 | 117 | 117 |
| Del. Lack. & Western 115 | 115 | 114 | 114 | 115 | 114 | 114 |
| .. 1 M. 7a. 114 | 114 | 114 | 114 | 114 | 114 | 114 |
| .. 2 M. 7a. 114 | 114 | 114 | 114 | 114 | 114 | 114 |
| Erie Railway 30 | 29 | 30 | 30 | 32 | 30 | 30 |
| .. pref. 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| .. 1 M. 7a. 1897. 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| .. 2 M. 7a. 1879. 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| .. 3 M. 7a. 1883. 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| .. 4 M. 7a. 1880. 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| .. 5 M. 7a. 1888. 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| .. 7a. con. gold. 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Great Western 2d mort. 58 | 58 | 58 | 58 | 58 | 58 | 58 |
| Hannibal & St. Joseph. 27 | 28 | 28 | 27 | 27 | 27 | 27 |
| .. pref. 34 | 34 | 34 | 34 | 34 | 34 | 34 |
| .. 8a. conv. 86 | 86 | 86 | 88 | 88 | 88 | 88 |
| Hudson River 2d M. 107 | 107 | 107 | 107 | 107 | 107 | 107 |
| Illinois Central 102 | 102 | 102 | 102 | 102 | 102 | 102 |
| .. 7a. 102 | 102 | 102 | 102 | 102 | 102 | 102 |
| Lake Shore & Mich. S. Th. 74 | 75 | 74 | 74 | 74 | 74 | 74 |
| .. Consol. 7a. 74 | 74 | 74 | 74 | 74 | 74 | 74 |
| .. reg. 102 | 102 | 102 | 102 | 102 | 102 | 102 |
| .. 2d consol. 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Michigan Central 74 | 74 | 74 | 74 | 74 | 74 | 74 |
| .. S. F. 8a. 1882. 121 | 118 | 118 | 118 | 118 | 118 | 118 |
| .. 7a. 1902. 104 | 104 | 104 | 104 | 104 | 104 | 104 |
| M. S. and N. I. 1 M. S. F. 105 | 105 | 105 | 105 | 105 | 105 | 105 |
| .. 2 M. 103 | 103 | 103 | 103 | 103 | 103 | 103 |
| Milw. and St. Paul 39 | 39 | 39 | 39 | 39 | 39 | 39 |
| .. pref. 59 | 59 | 59 | 59 | 59 | 59 | 59 |
| .. 1st mort. 59 | 59 | 59 | 59 | 59 | 59 | 59 |
| .. 2d mort. 59 | 59 | 59 | 59 | 59 | 59 | 59 |
| .. 8a. 59 | 59 | 59 | 59 | 59 | 59 | 59 |
| .. 7 3-10a. con. 59 | 59 | 59 | 59 | 59 | 59 | 59 |
| .. 7a. gold. 59 | 59 | 59 | 59 | 59 | 59 | 59 |
| Morris and Essex 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| .. 1st mort. 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| .. 2d mort. 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| N. Y. Cen. & Hud. Riv. 102 | 102 | 102 | 102 | 102 | 102 | 102 |
| .. 7a. S. F. 1876. 101 | 101 | 101 | 101 | 101 | 101 | 101 |
| .. 6a. S. F. 1883. 101 | 101 | 101 | 101 | 101 | 101 | 101 |
| .. 6a. S. F. 1887. 101 | 101 | 101 | 101 | 101 | 101 | 101 |
| .. 1st mort. 112 | 112 | 112 | 112 | 112 | 112 | 112 |
| .. reg. 111 | 111 | 111 | 111 | 111 | 111 | 111 |
| N. York and Harlem 131 | 131 | 131 | 131 | 131 | 131 | 131 |
| .. pref. 131 | 131 | 131 | 131 | 131 | 131 | 131 |
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Boston Stock Exchange.

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Th.8. F 9. Sat.10. M.12.Tu.13. W.14.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Boston and Albany | 145 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | </ |
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London Stock Exchange.

—Closing Prices.—

—Closing Prices.—

| | Apr. 2. | Mar. 25. |
|---|---------|----------|
| Atlantic & Gt. W. 1st mort., \$1,000.. | 38 | 40 36 |
| Do. 2d mort., \$1,000..... | 16 | 18 17 |
| Do. 3d mort., \$1,000..... | 84 | 94 7 |
| Do. Con. Lines, B'nds Biech's Cert. | 10 | 12 8 |
| Do. Leas. Lines, Rental Bonds..... | 55 | 60 55 |
| Do. ....1873 | 23 | 28 23 |
| Do. 8 p. c. Scrip. West. Exten..... | 67 | 62 55 |
| Detroit & Milwaukee 1st mort. Bonds | 57 | 62 55 |
| Do. ....2d do. | 57 | 62 55 |
| Erie shares 100 dol. all paid..... | 264 | 27 24 |
| Do. Convertible Gold Bonds..... | 614 | 624 61 |
| Do. 6 per cent Convertible Bonds..... | 97 | 99 97 |
| Cons. Mort. amount autho. to be issued for cost of existing bonds. | 874 | 884 87 |
| Illinois Central \$70 shares all paid. | 90 | 91 90 |
| Do. Redemption mort. bonds 6 p.c. | — | 101 101 |
| Illinois & St. Louis Bridge 1st mort. | 95 | 97 99 |
| Marietta and Cincinnati Rail. Bonds | 97 | 100 97 |
| Michigan Central \$8 1882, conv. | — | — |
| New York Central, 100 dols. shares. | 90 | 91 91 |
| Panama General mort..... | 97 | 99 97 |
| Pennsylvania, General mort..... | 102 | 103 102 |
| Do. \$50 shares..... | 494 | 504 49 |
| Philadelphia and Erie 1st mort..... | 96 | 98 99 |

Saturday, April 17, 1875.

Baltimore Stock Exchange.

W.7. Th.8. F.9. Sat.10. M.12.Tu.13

At the Stock and Gold Boards, business has been again quite active, and the temper of the speculative dealings has been decidedly more confident, favored in good part, by the remarkable ease in Money. The demand for accommodation, both on call and in the discount line, has been somewhat brisker, but has been very promptly met, in the leading instances, by lenders at the current comparatively low figures. Call loans have been quoted at from 3@6, and the best mercantile credits at from 5½@7 per cent per annum. The City Banks have made a net aggregate gain of \$3,187,700 in reserves, as against liabilities; and the next weekly exhibit it is confidently anticipated will prove even more favorable. The legal tender average is a raising one. The specie line is much stronger. The currency reserve of the Sub Treasury was reduced \$343,712; and the specie balance, enlarged \$1,374,204. The City banks last week reduced their reserve of legal tender notes \$1,416,900, and increased their deposit item \$1,017,600 while also augmenting their specie average \$4,859,000. They report a reduction of

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$8,970,975.

The aggregate of the outstanding U. S. currency, of all denominations, March 1, was \$427,495,676. The outstanding amount of legal tender notes is \$379,226,900. The National bank circulation is now \$349,286,226.

The U. S. Treasury balances on Wednesday were as follows: Currency, \$3,938,872; special deposit of legal tenders for redemption of certificates of deposit, \$46,710,000; coin, (including \$23,427,400 in coin certificates,) \$85,382,426.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$8,878,316.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been 88 millions.

The Gold speculation has shown more vigor and buoyancy. The dealings have been on a more liberal scale. The export demand has been moderate, and the customs inquiry fair. The breaking up of the late clique operations led to the return of a large amount of specie to the banks. The extremes of the week have been 114½@115½, closing on Wednesday at 115 as against 114¾ on Wednesday of the preceding week. The specie outflow last week was \$658,797. The imports of specie at this port since Jan. 1, have been \$5,064,248 against \$1,188,066 same time last year. The customs demand for Gold last week averaged \$397,334 a day. Foreign Exchange has been in fair demand, and again quoted firmer as to price. Bankers' sixty day bills on London closed on Wednesday at \$4 86@4 86½; sight bills on London at \$4 90@ \$4 90½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$4,151,269.

Government Securities have been more confidently purchased, mainly on home investment account, and prices have been further advanced, closing firmly. In State and Railway bonds, business has been also more active, with values generally quoted firmer. And in the line of Railway and Miscellaneous share property, a livelier movement has been reported on a generally buoyant market.

Treasury was reduced \$843,712; and the specie balance, enlarged \$1,374,204. The City banks last week reduced their reserve of legal tender notes \$1,416,900, and increased their deposit item \$1,017,600 while also augmenting their specie average \$4,859,000. They report a reduction of U. S. sixes of 1881 closed on Wednesday of this week at 122 $\frac{1}{2}$ @122 $\frac{3}{4}$; U. S. Five-Twenties of 1862, at 118 $\frac{1}{4}$ @118 $\frac{1}{2}$; U. S. Five-Twenties of 1864 at 119 $\frac{1}{2}$ @119 $\frac{3}{4}$; U. S. Five-Twenties of 1865 121 $\frac{1}{2}$ @121 $\frac{3}{4}$; U. S. Five-Twenties of 1866 consolidated, 120 $\frac{1}{2}$ @120 $\frac{3}{4}$; U. S. Five-Twenties of

1867, 121½@121¾; U. S. Five-Twenties of 1868, 121½@121¾; U. S. Ten-forties at 116½@116½; U. S. Fives of 1881, (Funding Loan) 116½@116½; Six per cent. currency Sixes from 120½@120¾.

General business shows some increase in the dealings in many articles in the produce and merchandise lines. Breadstuffs have been quite freely dealt in, opening at buoyant prices, but closing lower and somewhat irregular. Cotton has been pressed for sale, and quoted easier as to values, on a fairly active movement. Provisions have been held more confidently, checking operations. Hardware, Dry Goods, and Groceries have attracted more attention. Sugars, Coffee, and Molasses have been quoted firmer. Hides, Leather, Skins, Boots and Shoes, Tobacco, Fish, Hops, Hay, Straw, Oils, and Spices have been moderately sought after within the previous range. Seeds, Petroleum, and Naval Stores have been in better demand and held more firmly. The Metal trade has been dull and weak. Eglinton Pig Iron quoted from yard at \$32 50@34; Glengarnock, \$36@38; No. 1 American Pig at \$28; No. 2 do. at \$25@26; Forge, \$23@25; English Rails at \$48@50, gold; American Rails at works, \$50@53; Old Rails, \$30@35. Wrought Scrap, \$34 50@35 00. Ingot Copper has advanced to 22½@22¾. Ocean freights have been more active, but lower. Grain, Cotton, Petroleum, Provisions, Tobacco, and Resin room in most demand.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Albany and Susq. 1st mort., 110; do. 2d mort., 104½; Pacific R. R. of Mo. 1st mort., 91¼; do. 2d mort., 79; Central Pacific 1st mort., San Joaquin Branch, 86½; do., California and Oregon Branch, 88¾; Clev., Col., Cin. and Ind. 1st mort., 107¾; Louisville and Nashville 7s, consol. 1898, 87½; Toledo, Wabash and Western 7s, consol., 40½; Chicago and Northwestern Interest Bonds, 101¾; Lake Shore div. bonds, 100½; Great Western 1st mort., 1888, 79¾; Morris and Essex 7s, 1871, 103¾; St. Louis, Jacksonville and Chicago 1st mort., 102; Western Pacific R. R. bonds, 96¾; Cleveland and Pittsburgh 7s, consol., 106; New York and New Haven 6s, 100¼; Boston, Hartford and Erie 1st mort., 29¼; Galena and Chicago 2d mort., 102¾; Delaware and Hudson Canal reg. 7s, 1891, 108¾; Canada Southern 1st mort., with int. certifi., 51¾; Hannibal and Naples 1st mort., 45; Mil. and St. Paul 1st mort., H. and D. div., 76; do. LaC. div., 86¼; do. I. and M. div., 75½; do. I. and D. div., 76; Delaware, Lackawanna and Western 7s, conv., 116; Am. Dock and Imp., 7s, 108½; Clev. Painesville and Ashtabula 7s, old, 102½; Central of New Jersey Land and Imp. Co., 35; International 1st mort., 58; Chicago and Milwaukee 1st mort., 95; St. Louis, Iron Mt. and Southern R. R., 23; do. 1st mort., 90; New Jersey Southern R. R., 5¼; St. Louis, Kansas City and Northern pref., 33¾; Kansas Pacific R. R., 18¾; New Jersey R. R., 130; Rensselaer and Saratoga R. R., 111½; Warren R. R., 97½; Adams Exp., 102; Am. Exp., 64¼; Wells-Fargo Exp., 88; U. S. Exp., 62½; Atlantic and Pacific Tel., 25½; Quicksilver Mining pref., 80; Mariposa, 3; do. pref., 4½; Consol. Coal of Md., 19; Canton Co.,

62; N. Y. State 7s, B. L., reg., 107; Missouri 6s, long bonds, 99¾; do. 6s, 1875, 101; do. 6s, 1876, 100½; do. 6s, 1877, 100; do. 6s, 1886, 99½; Tennessee 6s, new, ex-coupon, 53¾; do. old, do. 54½; do. 6s, new series, 53; Alabama 8s, 1888, 48; Georgia 7s, new, 97¼; Connecticut 6s, 107; South Carolina 6s, new, non fund., 7; Virginia 6s def. certifi., 8¾.

Philadelphia.—Philadelphia and Reading 6s, 1844, 102¼; do. 7s, new, conv., 107½; do. debent. bonds, 80; Susq. Canal 6s, 78; Huntingdon and Broad Top Mt. pref., 15¾; do. 7s, consol., 56½; do. 1st mort., 104; East Penn. R. R., 7s, 103¾; Wilmington and Reading 1st mort., 50; do. 2d mort., 10; North Pennsylvania Gen'l mort., 104½; Pittsburgh, Cincinnati and St. Louis 7s, 76; Catawissa R. R., 21½; do. new pref., 39½; do. 7s, new, 104¾; Schuylkill Nav. 7s, B. L., 93; do. 6s, 1895, 79½; Philadelphia and Reading Coal and Iron mort. 7s, 90; Pennsylvania Canal 6s, 70; Allegheny Valley 7-30s, 94; Warren and Franklin 7s, 83; West Jersey R. R. 6s, 99; Germantown Passenger R. R., 50; Philadelphia and Trenton R. R., 130. The latest quotations are: City 6s, 102@102½; do. free of tax, 105¾@106; Pennsylvania State 6s, 2d series, 105¼@105½; do. 3d series, 112@112¼; Philadelphia and Reading, 56¾@56¾; do. Gen'l mort. 7s, coup., 107@107½; do. reg., 107@108; do. mort. 6s, 1880, 102@102½; do. new conv., 107¼@107¾; do. 7s, 1893, 105@110; United New Jersey R. R. and Canal Co., 129½@130; Camden and Amboy mort. 6s, 1889, 104¼@104½; Pennsylvania R. R., 55¾@55½; do. 1st mort., 103½@103¾; do., general mort. coupon, 100¾@101¼; do. reg., 100½@101; Little Schuylkill R. R., 49@49½; Morris Canal, 51½@—; do. pref., 128@128¾; do. 6s, 98½@—; Susq. Canal, 7@7; do. 6s, 77¾@78¾; Schuylkill Nav., 7¾@8; do. pref., 14¾@15; do. 6s, 1882, 80@80½; do. 1872, 95@95; Elmira and Williamsport pref., 38½@40; do. 7s, 1873, 102@102; do. 5s, 60@63; Lehigh Coal and Navigation, 51¼@51¾; do. 6s, 1884, 101@102; do. R. R. Loan, 101@101; do. Gold Loan, 101½@101¾; North Pennsylvania, 52@52½; do. 6s, 103@103½; do. 7s, 106½@107½; do. Chatte 10s, 102¼@—; Philadelphia and Erie, 23½@23¾; do. 6s, 94½@95; do. 7s 87¼@87¾; Minehill, 53½@53¾; Catawissa, 21@22; do. pref., 43½@44; do. new pref., 39½@40; do. 7s, 1900, 104@104½; Lehigh Valley, 62¾@63; do. 6s, new coupon, 103½@—; do. reg., 103@103¾; do. 7s, 108@108¼; Fifth and Sixth streets (horse), 61@65; Second and Third, 69¾@70¼; Thirteenth and Fifteenth, 29¾@30; Spruce and Pine, 31@32; Green and Coates, 52@—; Chestnut and Walnut, 75½@—; Hestonville, 23¼@23¾; Germantown 50@50¼.

Boston.—Cin., Sand. and Cleveland R. R., 11¼; do. pref., 33; Indianapolis, Cincinnati and Lafayette R. R., 6; Worcester and Nashua R. R., 128; do. 7s, 1895, 107; Burlington and Missouri River R. R. in Iowa, 111; Rutland R. R., 8½; do. pref., 19; Nashua and Lowell R. R., 98½; Norwich and Worcester R. R., 132; Union Horse R. R., 111¾; Atchison, Topeka and Santa Fe R. R., 12; do. 1st mort., 70¾; do. 2d mort., 36½; do. L. G. 7s, 69; Burlington and Missouri River R. R. in Nebraska, 49; do. 8s, old, 100½; do. new, 94½; Michigan Central 7s, 100; Chicago, Bur-

lington and Quincy 7s, 1896, 103; Carthage and Burlington 8s, 103; Eastern R. R. 7s, 1883, 90¾; do. 1884, 90¾; do. 7s, S. F., 1885, 91½; Metropolitan R. R. 7s, 100; Michigan Central (Air line) 8s, 1890, 105; Old Colony 7s, 1894, 108; do. 6s, 1876, 100½; Central Pacific 7s, 1883, 100½; Fitchburg and Worcester 7s, 1889, 93¾; Agricultural Branch 6s, 1884, 86; Vermont and Massachusetts 7s, 1879, 102; Boston and Maine 7s, 108½; Cheshire R. R. 7s, 1887, 98½; Conn. and Pass. Rivers R. R. 7s, 1893, 97¾; Mansfield and Framingham 8s, 1885, 96½; Boston and Lowell 7s, 1895, 106½; New Bedford 7s, 1894, 105½; Boston Water Power, 16½; Cary Imp., 5½; Pullman Palace Car Co., 95¾; Boston Land, 8½; Waverly Land, 3½; East Boston Co., 19¾; New Hampshire 6s, 1884, 103; Chicago 7s, 102½; St. Louis 6s, 96½; Boston 5s, 103; do. 6s, 1894, 104; do. 6s, 1880, 102; do. 6s, 1877, 100¼; Cincinnati 7-3-10s, 1902, 102; do. 6s, 1884, 92¾; Hamilton Co., Ohio, 7-3-10s, 1877, 100¾; Cambridge 5s, 1893, 101½; St. Louis 6s, 1891, 95¾; Portland 6s, 1907, 96; Cairo, Ills., 8s, 1892, 90.

Baltimore.—Virginia consols, ex-coupon, 55½; Virginia Peelers, 43; Virginia coupons, 8¾; Maryland Defense 6s, 107½; Orange, Alex. and Manassas 7s, 71; Western Maryland 1st mort., unendorsed, 78; do. 3d mort., guar., 100; Union R. R. bonds, 88½; Orange and Alexandria 4th mort., 57½; Virginia and Tennessee 2d mort. 75; Wilmington, Columbia and Augusta 7s, 65½; Chesapeake and Ohio R. R. 6s, 46; Santa Clara Mining Co., 8; do. bonds, 34; Indianapolis Water 8s, 92; Savannah 7s, 86¼; Atlantic Coal, 2.30. The latest quotations are: Richmond and Danville 1st mort., 69½@70; Pittsburgh and Connellsville 7s, 1898, 93¼@93¾; Baltimore and Ohio, 184½@186; do. 6s, 1875, 101¼@102; do. 1880, 102@103; do., 1885, 100½@101; Washington Branch, 135@150; Northern Central, 32½@33; do. 6s, 1885, 98@100; do. 6s, 1877, 100@—; do. 1900, 90@92; do. 6s, 1900 gold, 95@96; N. W. Va. 3d mort., 1885, 100@101; Marietta and Cincinnati 1st pref., 15@16; do. 2d pref., 8@12; do. 1st mort. 7s, 1892, 106@106½; do. 2d mort., 7s, 96½@97½; do., 3d mort. 8s, 79¾@79¾; Central Ohio, 44@45; do. 1st mort., 95@96½; Western Maryland, 1st mort. 6s, 1890, 80@82½; do. 1st mort. guar., 101@102; do. 2d mort. guar., 101@102; do. 3d mort. guar., 101@102; do. 2d mort. pref., 60@65; do., 2d mort. guar. by Washington Co., 90@95; Virginia and Tennessee 2d mort. 6s, 75@78; do. 3d mort. 8s, 76@78; Orange and Alexandria 1st mort. 6s, 80@85; do., 2d mort. 6s, 75@76; do., 3d mort. 8s, 70@71; do. 4th mort. 8s, 57½@59; Orange, Alex. and Manassas 7s, 71@73; Baltimore 6s, 1875, 100@—; do., 1884, 101@—; do. 1886, 101@—; do. 1890, 101½@101¾; do., 1900, 101@101½; do. 1902, 101@102; do., 6s, exempt, 104@105; do. 6s, 80@85; Memphis City 6s, 41@43; Maryland Defense 6s, 1883, 107@108; do. 6s, 1890, 101@102; do. 6s, exempt, 107@108; do. 5s, 80@84; Virginia coupon 6s, old, 33@38; do. new, 33@38; do. consol. 6s, 55½@55¾; do. coupons, 89@89½; do. def. certifi., 9½@10; City Passenger R. R., 25@25½; George's Creek Coal 135@145; Atlantic Coal, 2.20@2.25; Am. Gas Coal, 20@30; Canton Co., 60@70; Santa Clara Mining, 8.00@—; do. bonds, 34@34½; Union Mining Co., 25@30.

The Government and the Railroads.

The Court of Claims at Washington has set the 19th of April for hearing the case of the Union Pacific Railroad Company against the United States. The Secretary of the Treasury, by act of March 3, 1873, was directed to withhold all payments to any railroad company and its assigns on account of freight or transportation, etc., but railroad companies were allowed to bring suit to recover for freight and transportation. Sidney Bartlett appears for the company, and Assistant General Goforth for the government. George Taylor and Colonel Hamill have filed a bill in the Court of Claims in behalf of the railroad companies they represent. On the subject of the right of the government to deduct one third of the regular charges of transportation from the land grant railroads, counsel in behalf of their clients claim that the government has a right to use only the railroad as a highway with the government's own rolling stock and servants, and that the government has no right whatever to make a composition of that right by deducting any portion of the charges for transportation.

Definition of Capital Employed.

In the case of Bailey, collector, vs Clark, Dodge & Co., and same vs. Frank Work, in which the collector sought to impose the internal revenue tax upon money temporarily borrowed by the bankers in the course of their business, the United States Supreme Court decides that the term "capital employed" by a banker in the business of banking, in the one hundred and tenth section of the revenue act of 1866, does not include moneys borrowed by him from time to time temporarily in the ordinary course of his business. It applies only to the property of moneys of the banker set apart from other uses and permanently invested in the business. Mr. Justice Field delivered the opinion.

The South New Jersey Narrow Gauge Railroad Company has been organized for the purpose of constructing a narrow gauge railway between Woodstown and Woodbury, with a capital of \$200,000. The Board of Directors consists of the following gentlemen: E. B. Humphreys, James D. Lawson, Benjamin L. Taylor, Barclay Edwards, Joseph L. Duell, Wm. S. Mattson, George Horner, Jonathan Colson, Jacob H. Mounce, L. S. Pancoast, James Gardiner, George M. Tatum and James P. Michellon. Wm. S. Mattson was elected President. About \$50,000 have been subscribed.

One of the last acts of the Virginia Legislature was the passage of a new railroad law forbidding undue preferences, and prohibiting common carriers from charging for transportation over the same distance and the same character of trains a higher rate for freight consigned to or from any point in that State than is charged for like freight to or from any point beyond the limits of the State, or more for local than for through freight and passengers.

The Montreal Witness says: The Merchants' Bank having declined to accept the terms lately offered by the Detroit and Milwaukee Railroad for the redemption of the Street Douglas bonds, the mortgages on the property of the railroad have been foreclosed, and a Receiver appointed.

Canada Pacific Railway.

The House of Commons have ratified two contracts connected with the Pacific railway, both of which are with Messrs. Sefton & Ward, and they amount together to a little over \$800,000. One is on the Fort William and Shebandowan section and the other on the Lake Cross and Red River section; and they together cover grading and bridging a distance of 122 miles. There being a difference of two millions between the highest and the lowest tenders on the Lake Cross and Rat Portage section, 37 miles long, the Government did not see its way to accept any.

At Louisville, Ky., on the 9th inst., the bondholders of the Louisville and Cincinnati Short-Line, were in consultation with Mr. A. S. Hatch, a banker and capitalist of New York, on a proposition to connect the Chesapeake and Ohio road with the Short-Line, extending the line from Mount Sterling, Kentucky, to Huntington, West Virginia. Mr. Hatch stated that Richmond, Va., would give the sum of \$1,000,000 to secure the connection. He also proposed to the bondholders that they fund the interest on their bonds till 1876, when interest certificates will be issued them payable from the earnings of the road. No positive action has yet been taken on the proposition.

At the annual meeting of the stockholders of the Allegheny Valley Railroad company, held in Pittsburg on the 13th inst., the following Board of Directors was elected for the ensuing year: Thomas A. Scott, George B. Roberts, William M. Lyon, F. R. Brunot, J. P. Lyon, J. F. Jones, W. K. Nimick, James Park, Jr., and John Scott. The President's report shows the earnings for 1874 to be \$2,389,472, expenses \$1,470,784 73, net earnings \$918,687 27. The receipts for 1873 were \$2,697,238 24, expenses \$1,931,912 94, net earnings \$765,325 30. The net earnings of 1874 show an increase of \$153,361 97 over those of 1873.

At the annual meeting of the stockholders of the Green Bay and Minnesota Railroad, the following gentlemen were elected Directors: David M. Kelly, Henry Ketchum, W. J. Abrams, M. D. Peak, F. S. Ellis, George Sommers, W. E. Peak, E. F. Halford, Jr., N. Y., Walter Scranton. At the directors' meeting the following officers were elected: President Henry Ketchum, Vice President and General Manager David M. Kelly, Superintendent S. B. Kenrick, Secretary and Paymaster W. J. Abrams, Treasurer W. R. Hancock, General Freight Agent David Atwood, General Passenger Agent R. W. Nathan, Auditor J. M. Norris, Chief Engineer F. Alton.

Sealed proposals will be received at the City Commissioner's office, Baltimore, Md., until April 26th, for the material for and construction and erection of nine iron bridges over Jones' falls on the lines of the following streets and avenues: Madison, Monument, Gay, Fayette, Baltimore, Lombard and Pratt streets, and Canton and Eastern avenues. The bridges will be of single spans, ranging from 75 to 114 feet, 9 inches between abutments, and from 40 to 66 feet wide, and are to be erected at such times and at such points as may be required during the progress of the other portions of the work connected with the Jones' falls improvement.

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Issue, against cash deposited, or satisfactory guarantee of repayment, Circular Credits for Travelers, in dollars for use in the United States and adjacent countries, and in pounds sterling for use in any part of the world.

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BUY AND SELL GOVERNMENTS AND GOLD AT MARKET RATES.
EXECUTE ORDERS AT STOCK EXCHANGE.
INTEREST ALLOWED ON DEPOSITS.

The *Bulletin Francais* states that the Directors of the Channel Bridge Company have just ordered the construction of an arch 1,000 metres in length, for the purpose of proving the feasibility of the scheme of M. Boulet, engineer, at Bourges, of throwing a bridge across the Straits of Dover. A model of this bridge, consisting of a road for vehicles and foot passengers, will probably be erected in the Bois de Bologne or Champs de Mars, at a height of fifteen metres above the ground. The Directors maintain that, whereas the tunnel would take eight years and cost at least 25,000,000 francs, the bridge could be erected in a few months at an expense of only 600,000 francs.

At a meeting of the stockholders of the Staten Island Railway Company for the election of directors, the following were chosen: Jacob W. Vanderbilt, A. J. Onkenschausen, J. W. Merceureau, B. Kreischer, L. H. Meyer, John Stitt, Dwight Townsend, William King, Joseph Britton, James J. Winant, Nathaniel Marsh, Charles Caranallo, and James McNamee.

William Keyser, Walter C. Quincy, John K. Cowen, Geo. R. Dennis, John Gardner, W. C. Holgate and A. D. Smith, have been elected directors of the Baltimore, Pittsburg and Chicago Railroad Company. Walter C. Quincy was unanimously elected President, William Wing Secretary and Treasurer, and James L. Randolph Chief Engineer.

C. A. Trowbridge of Detroit has been appointed provisional receiver of the Detroit and Milwaukee Railroad, with the consent of all parties connected with the financial troubles of that corporation. He will at once pay off the employees and on June 15 the courts will consider the propriety of appointing a permanent receiver.

The Pottsville (Pa.) Miners' Journal says the supply of coal sent from all the Pennsylvania regions so far this year is 3,019,092 tons, a decrease of 910,258 as compared with the same period last year. The decrease in the supply of anthracite is 972,375.

The Geneva and Southwestern (N. Y.) Railroad is to be constructed from Geneva to Naples by September, 1875, and to Wayland, a point on the Erie Railway, by September, 1876.

Land Grant Railroads.

The following official correspondence shows the construction placed by the War Department upon certain acts of Congress relating to payments of money to certain Pacific Railroads for transporting troops or property of the United States:

WAR DEPARTMENT,
QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., March 19, 1875.

To the Honorable Secretary of War:

SIR: The law making appropriations for the support of the army for the fiscal year ending June 30, 1876, and for other purposes, approved March 3, 1875, provides "that no money shall hereafter be paid to any railroad company for the transportation of any property or troops of the United States over any railroad which, in whole or in part, was constructed by the aid of a grant of public land on the condition that such railroad should be a public highway for the use of the Government of the United States, free from toll or other charge, or upon any other condition, for the use of such road for such transportation; provided that the foregoing restriction shall not apply for the current fiscal year, nor thereafter, to roads where the sole condition of transportation is that the company shall not charge the Government higher rates than they do individuals for like transportation, and when the Quartermaster General shall be satisfied that this condition has been faithfully complied with."

A similar provision, with the exception of the proviso quoted, and the fact that the prohibition applies only to the appropriations for the fiscal year ending June 30, 1875, was inserted in the act making appropriations for the support of the army for the fiscal year ending June 30, 1875, approved June 16, 1874. That law was construed by the Attorney General as applying to all railroads that had received grants of public lands upon any conditions whatsoever for the use of such roads, and embraced all railroads known as land grant railroads, with the exception of the Oregon Central Railroad and the Utah Central Railroad, which railroad was decided by the Second Controller of the Treasury, Jan. 14, 1875, not to be a land grant railroad within the meaning of the act of Jan. 16, 1874. An examination of the table of land grant railroads, published in General Orders No. 98, of 1872, will show that there are 14 railroads that received grants of land on conditions of one kind or another, having reference to Government transportation other than the one that the railroad "shall be a public highway for the use of the Government, free from toll or other charge." These roads are: The Atlantic and Pacific, the Central Pacific, main line; the Central Pacific, Western Division; the Central Branch Union Pacific, the Denver Pacific, the Kansas Pacific, the New Orleans, Baton Rouge and Vicksburg, the Northern Pacific, the Sioux City and Pacific, the St. Joseph and Denver City, the Southern Pacific of California, main line; the Southern Pacific of California, branch line; the Texas Pacific, and the Union Pacific.

On pages 32 to 40, inclusive, table of land grant railroads, will be found full reference to the laws and the conditions for the use of the roads by the Government attached. An examination of these laws will show that there are other conditions than the one "that the company shall not charge the Government higher rates than they do individuals for like transportation." But whether those conditions are of such a nature as will exclude any or all of the roads above named from the benefit of the proviso above quoted, is a question which I respectfully submit for decision by such of the law officers or accounting officers of the Government as the Secretary of War may think proper. I am of opinion that it was the intention of Congress to except from the prohibition "that no money shall hereafter be paid to any railroad company," &c., all roads that are not required in some way or other to give the free use of their roads for the transportation of troops or property of the United States, or to transport the same free

of cost, charge, or expense to the United States. If this opinion is correct, then it appears to me that all roads named in this communication are included in the proviso which excepts certain roads from the operation of that portion of the law forbidding payments to those roads "constructed, in whole or in part, by the aid of a grant of public land on the condition that such railroad should be a public highway for the use of the Government of the United States, free from toll or other charge, or upon any other conditions for the use of such roads for such transportation."

Another question which I desire decided is, Does the proviso "that the foregoing restriction shall not apply for the current fiscal year, nor thereafter, to roads where the sole condition of transportation is that the company shall not charge the Government higher rates than they do individuals for like transportation," repeal the act of June 16, 1871, so far as the latter forbids payment out of the appropriations for the current fiscal year to the roads above named, so as to permit payment to those roads for services that have been rendered, or that may be rendered, during the current fiscal year.

Of course it is understood that the act of March 3, 1873, prohibiting payment to certain roads indebted to the United States for interest upon bonds of the United States, issued to said companies, is still in force. I am, very respectfully, your obedient servant,

M. C. MEIGS,

Quartermaster General Brevet Major-General U. S. A.

WAR DEPARTMENT, March 23, 1875.

Respectfully referred to the Second Controller of the Treasury for opinion.

H. T. CROSBY, Chief Clerk.

Respectfully returned to the Secretary of War, with the remark that after examination of the statutes of Congress relating to the land grant railroads, I concur with the view expressed by the Quartermaster General in his report to the Secretary of War, dated March 19, 1875: First, that the enumerated railroads are excepted from the prohibitions, as contained in the acts of June 16, 1874, and June 20 and 22, 1874; and, second, that the act of March 3, 1875, no longer operates to prohibit payment for the current fiscal year to those railroads where the sole condition of transportation is that the company "shall not charge the Government higher rates than they do individuals for like transportation," etc., etc.; and, by the phrase "current fiscal year," found in the Appropriation act of March 3, 1875, it is understood that the fiscal year beginning July 1, 1874, and ending June 30, 1875, is meant. The act of March 3, 1873, as the Quartermaster General remarks, is left in full force in respect of the Pacific Railroads indebted on account of United States bonds.

J. M. BRODHEAD, Controller.

Science of Ship Construction.

The discussion as to the proper form of the water lines of ships is still carried on in the nautical journals, with the same varying opinions and conclusions as heretofore, notwithstanding the advantage presumably derived from recent investigations and experience. That the theory of the resistance of ships has of late been revolutionized is, however, well known; the first steps taken in this direction consisting in ascribing the main parts of such resistance not to the necessity of displacing the water but to friction, the idea being maintained that the immersed perimeter is a more accurate measure of resistance than the sectional area, which had hitherto been adopted. Not only this, but it was also shown that the water lines of a ship should be of such a configuration that each particle of water encountered by the stem will be moved sidewise, in the manner of a pendulum, until it reaches the middle of the vessel, when it must flow inward again by the return beat, and come to resist at the stern. Ex-

perience having proved, however, that vessels built upon the latter principle do not sail much faster than ordinary vessels, the conclusion arrived at has been that the main resistance is friction—a view which is now most generally accepted. It is shown that, at high speed, a form of vessel with round, blunted ends, like the neck of a swimming bird, is better than a very sharp bow—that is, if the area of each successive cross section is the same in both cases, as the rate of displacement will be the same, and the surface, and consequently the friction will be the least in the blunted, semi-circular vessel, formed with swan like lines.

The Tunnel Route Open.

The Hoosac Tunnel has gone into practical operation. The first through bill of lading was dated April 5, at North Leominster, covering a car of furniture weighing 12,000 pounds. The same day the return freight was twenty cars of corn billed at Troy through to Boston. This train was detained all the week at Bardwell's Ferry by the freshet which swept away two spans and the central pier of the bridge.

A through express business begins on Monday, covering all points on the Fitchburg and Troy and Boston. On Monday a contract was made to bring 500 cars of coal direct from the mines in Pennsylvania to Fitchburg, the service beyond Troy being done by the Delaware and Hudson Company, operating the Susquehanna road.

As the State still controls the rails on the Tunnel road proper it is impossible to determine how large and how complete facilities can be afforded to shippers; but the Fitchburg road, which has the most direct connections, is disposed to push the business all it will bear. This corporation has fifty cars now building at Laconia to form the nucleus for a through line, the first ten of which, it is thought, will be ready by the 15th instant. The cars will be painted a coffee brown, lettered in white as follows: Hoosac Tunnel Line—Fitchburg Railroad—No Transshipment Between New England and the West.

These cars are all fitted with a patent truck, the wheels having the usual broad thread. Railroad men who are generally well informed state that the New York Central have one hundred freight cars now in the repair and paint shops to be colored and lettered for this line, and that the Chicago, Burlington and Quincy have ten cars in process of transformation for this new route, and that the Pennsylvania Company are building thirty freight and repainting sixty coal cars to run through the tunnel and be identified with this route by color and brand.

It is not improbable that by the first of June offices for the Hoosac Tunnel line will be opened in all the leading shipping points, and through bills of lading be procurable for reaching Boston by this route. The competition so far has been productive of a more prompt delivery of freight from all lines. There is no expectation that rates will be cut.—*Com. Bulletin.*

At a meeting of the corporators of the Lewiston and Augusta Railway, in Augusta, Me., on the 30th ult., the charter granted by the last Legislature was accepted, and a board of directors elected, with J. R. Bodwell of Hallowell as President, Josiah Mazy Clerk, and Joshua Gray Treasurer.

A large force of laborers are now at work on the extension of the Washington and Ohio Railroad from Round Hill to Snickersville, in Loudoun county, Va. The new bridge over Tuscarora run, on the same road, has been successfully erected.

The Scotia Iron Company, of St. Louis, Mo., has just concluded the sale of 7,500 tons of charcoal iron to the Pennsylvania Steel Works and Bethlehem (Pa.) Iron Company.

The Coal Trade.

The anthracite coal tonnage reported by the several coal carrying companies for the week ending on the 3d inst. is stated by the Philadelphia Ledger at 252,290 tons, and for the year to date at 3,775,723 tons, against 5,027,934 tons to corresponding date last year, showing a decrease of 1,252,211 tons. The bituminous tonnage for the week was 65,293 tons and for the year 552,599 tons, against 490,582 tons to corresponding time last year, an increase of 62,017 tons. The total tonnage of both hard and soft coals reported amounted to 357,588 tons, and for the year to 4,328,322 tons, against 5,515,516 tons to corresponding time last year, a decrease in both kinds of 1,190,194 tons. These aggregates are subject to a deduction for so much coal as passes over more than one road, and thus is doubled in the above reported aggregates. The amount, however, is not very considerable, and does not change materially the relative tonnage of the companies. The quantity of coke and coal transported over the Pennsylvania Railroad for the week was 74,542 tons, and for the year 691,625 tons, of which 565,786 was coal and 125,839 coke. This embraces all the coal carried over the road, both anthracite and bituminous, east and west. At Port Richmond for the week ending the 10th instant there were no receipts of coal, the shipments 16,000 tons, leaving but 2000 tons on hand. The Ledger adds:

There is no change in the trade as compared with what it was last week at this time. The troubles in the mining region between the operators and the working men in reference to wages continue, the effect of which is almost an entire non-production of coal in the Lehigh and Schuylkill coal regions. The anthracite coal trade itself is virtually at a standstill, and coal is becoming very scarce. As yet there has been little if any advance in prices to consumers, a fact in a great measure due to the controlling influence in the market of what is known as the "combination" in the coal trade, and which professes as one of its purposes to regulate and make steady prices all through the year. In the bituminous coal regions there are unusual efforts making to press the largest amount of that coal possible into the market, and for other than domestic uses it is quite largely taken in the place of anthracite.

Dr. Engel, director of the Prussian Statistical Bureau, estimates that there are at least 150,000 stationary engines with from 3 to 3½ millions of horse power, 50,000 locomotives with an aggregate of 10,000,000 horse power, and 5255 ocean steamers in the world. The United States leads in the number of the stationary and locomotive engines, but Great Britain is credited with having more steam vessels and more tonnage than all the rest of the world.

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They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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AND

RAILROAD FORGINGS.

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WILLIAM CALDER, President.

Movements of Produce at New York.

Receipts of certain articles of domestic produce at the port of New York for for three months from January 1st:

| | | |
|-----------------------------|-----------|-----------|
| | 1874. | 1875. |
| Ashes, bbls. | 1,898 | 1,880 |
| Breadstuffs— | | |
| Flour, bbls. | 972,287 | 728,018 |
| Cornmeal, bbls. | 61,949 | 50,704 |
| Wheat, bush. | 7,218,090 | 1,803,789 |
| Rye, bush. | 206,189 | 10,900 |
| Oats, bush. | 1,955,449 | 1,587,477 |
| Barley and malt, bush. | 393,607 | 622,961 |
| Peas, bush. | 71,099 | 121,654 |
| Corn, bush. | 2,989,188 | 5,346,140 |
| Cotton, bales. | 337,291 | 229,770 |
| Naval Stores— | | |
| Crude turp., bbls. | 3,158 | 2,501 |
| Spirits turp., bbls. | 14,893 | 10,275 |
| Rosin, bbls. | 77,488 | 104,304 |
| Tar, bbls. | 23,407 | 4,719 |
| Pitch, bbls. | 726 | 242 |
| Provisions— | | |
| Pork, pkgs. | 51,242 | 72,288 |
| Beef, pkgs. | 11,054 | 12,002 |
| Cutmeats, pkgs. | 160,233 | 134,407 |
| Butter, pkgs. | 175,264 | 222,093 |
| Cheese, pkgs. | 104,827 | 69,088 |
| Lard, tcs. and bbls. | 118,006 | 136,285 |
| Do., kegs. | 11,583 | 8,906 |
| Whiskey, bbls. | 59,331 | 54,751 |
| Tobacco, hhds. | 15,089 | 5,588 |
| Do., boxes and cases. | 54,203 | 43,960 |
| Hops, bales. | 6,250 | 5,476 |
| Wool, bales. | 11,151 | 8,845 |

Exports from New York to foreign ports of certain leading articles of domestic produce for three months from January 1:

| | | |
|----------------------------|------------|------------|
| | 1874. | 1875. |
| Ashes—Pots, bbls. | 513 | 718 |
| Do. pearls, bbls. | 16 | 28 |
| Beeswax, lbs. | 40,929 | 17,863 |
| Breadstuffs— | | |
| Wheat flour, bbls. | 568,589 | 452,584 |
| Rye flour, bbls. | 1,818 | 1,344 |
| Cornmeal, bbls. | 38,173 | 81,486 |
| Wheat, bush. | 6,942,250 | 3,641,547 |
| Rye, bush. | 220,784 | 27,072 |
| Oats, bush. | 85,298 | 32,443 |
| Barley, bush. .... | ..... | 90 |
| Peas, bush. | 58,874 | 133,601 |
| Corn, bush. | 2,887,114 | 3,177,585 |
| Candles, bxs. | 16,927 | 11,950 |
| Coal, tons. | 12,816 | 11,879 |
| Cotton, bales. | 148,003 | 94,886 |
| Hay, bales. | 7,278 | 9,025 |
| Hops, bales. | 128 | 2,665 |
| Naval Stores— | | |
| Crude turp., bbls. | 800 | ..... |
| Spirits turp., bbls. | 2,351 | 3,815 |
| Rosin, bbls. | 75,299 | 87,765 |
| Tar, bbls. | 10,860 | 1,304 |
| Pitch, bbls. | 1,128 | 515 |
| Oils—whale, galls. | 25,585 | 14,531 |
| Do., sperm, galls. | 112,753 | 122,480 |
| Do., lard, galls. | 15,220 | 15,598 |
| Do., linseed, galls. | 892 | 592 |
| Petroleum, galls. | 26,290,790 | 21,943,649 |
| Provisions— | | |
| Pork, bbls. | 66,083 | 54,280 |
| Beef, bbls. | 9,176 | 7,292 |
| Do., tcs. | 14,549 | 20,794 |
| Cutmeats, lbs. | 96,930,508 | 71,906,283 |
| Butter, lbs. | 627,010 | 859,172 |
| Cheese, lbs. | 8,652,000 | 7,280,657 |
| Lard, lbs. | 46,142,657 | 48,786,503 |
| Rice, tcs. | 25 | 61 |
| Do., bbls. | 20,537 | 3,895 |
| Tallow, lbs. | 14,786,166 | 10,045,499 |
| Tobacco, hhds. | 10,018 | 6,561 |
| Tobacco, crude, pkgs. | 24,669 | 10,593 |
| Do., manf., lbs. | 1,770,122 | 1,593,026 |
| Whalebone, lbs. | 25,119 | 54,620 |

Russia has 12,000 miles of railway open to traffic, while 3,000 miles more are in course of construction.

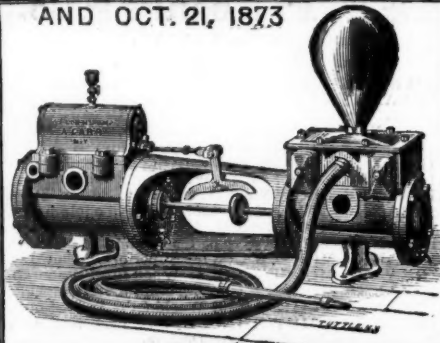
There has recently been placed on the baggage, mail, express and sleeping cars of the overland trains passing through Sacramento, an attachment to the Westinghouse air brake apparatus, known as Bassett's automatic poppet valve, which has been in use, by way of test, on a local train on the San Francisco and Alameda Railroad for about a year. Under the old arrangement, when the brakes were to be thrown off the air had to return from the cylinder beneath the cars back to the engine, but by the use of this valve it is discharged direct from each cylinder, and the brakes are released instantaneously. The applying of the valve to the cylinder is but a minute's work.

The earnings of the Central Pacific Railroad for the month of March, 1875, were \$1,192,000, against \$882,423 for the month of March, 1874 and \$939,778 for the month of March, 1873. For the three months ending March 31, 1875, the earnings were \$2,984,000, against \$2,535,026 for the three months ending March 31, 1874, and \$2,521,061 for the three months ending March 31, 1873.

THE SELDEN DIRECT-ACTING STEAM-PUMP

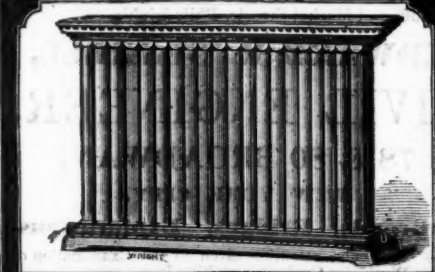
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Every Bond, when Redeemed, must receive
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The Company will receive the Bonds at
par in payment for Land and for
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gers and freight
over its line.

The Great Southern Railway Company is incorporated
by the Legislatures of Georgia and Florida. It is design-
ed to connect the Railway system of the United States
with Cuba and the other West India Islands, Southern
Mexico, and Central America, the Panama Railway and
South America. It is a direct, immediate, and the only
possible railway line, stretching four hundred miles South
of any other railroad, between the temperate zone and the
tropics of America, between 50,000,000 people in the
United States and Canada, and 40,000,000 in the West
Indies, Central and South America.

It will reduce the water transportation between the
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run of only Five Hours by Steamship, and
to Southern Mexico, Central America and South America it
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tance of this line to the United States can hardly be over-
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It will be a Commercial and Political bond of peace
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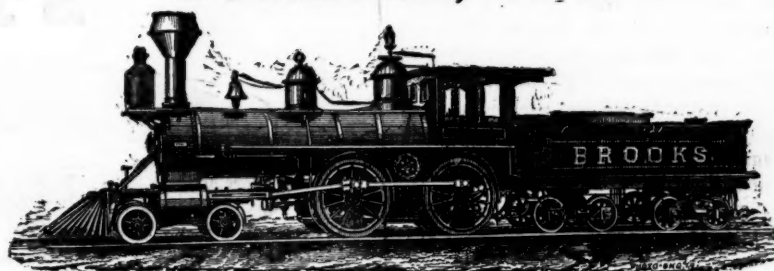
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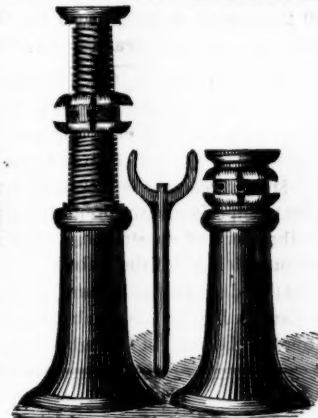
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The Dickson Manufacturing Co. of Scranton.

Illinois Central Railroad.

During the month of March, 1875, 2,775.48 acres of land were sold for \$20,772 15.

The cash collected on land contracts during the same time was \$25,686 97.

The traffic on the main line in Illinois, in March, 1875, was \$448,891, against \$443,096 63 in March, 1874—an increase of \$5,794 37.

The traffic on the Iowa Lines, (leased at 35 per cent of gross receipts) was in March, 1875, \$137,297 15, against, \$118,696 14 in March, 1874—an increase of \$18,601 01.

Total traffic in March, 1875, \$586,188 15, against \$561,792 77 in March, 1874—an increase of \$24,395 38.

For the three months ending March 31, 1875, 11,508.56 acres of land were sold for \$86,321 96.

The cash collected on land contracts during the same three months was \$93,800 40.

The traffic on the main line in Illinois, for the first three months in 1875, was \$1,285,326 90; and on the Iowa lines, \$310,553 80—a total of \$1,595,880 20, against \$1,663,461 15 for the first three months of 1874, a decrease of \$67,580 95.

Mr. Robert L. Harris, late Chief Engineer of the Chicago and Canada Southern Railway, and formerly of Boston, has been appointed engineer of the Canada Central Extension Railway Company. Mr. H. recently left Ottawa for Renfrew in order to superintend the preliminary preparations for the work of constructing the road to Douglas, from which point the subsidized line will extend. This road is practically part of the trunk line of the Canada Pacific, and is about 125 miles in length toward the head of Georgian Bay.

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Manufacture a superior quality of *Rosendale Cement*, put up in good barrels made by themselves, and well papered. Address

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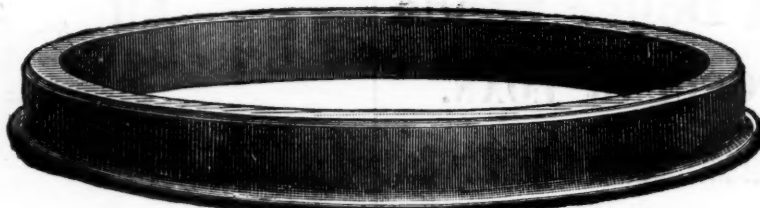
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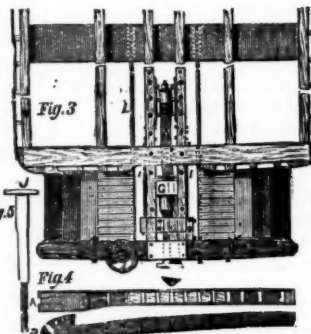
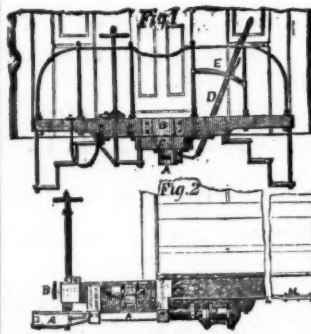
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